

110<sup>TH</sup> CONGRESS  
2<sup>D</sup> SESSION

# H. R. 6003

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## AN ACT

To reauthorize Amtrak, and for other purposes.

1        *Be it enacted by the Senate and House of Representa-*  
2        *tives of the United States of America in Congress assembled,*

1 **SECTION 1. SHORT TITLE.**

2 This Act may be cited as the “Passenger Rail Invest-  
3 ment and Improvement Act of 2008”.

4 **SEC. 2. AMENDMENT OF TITLE 49, UNITED STATES CODE.**

5 Except as otherwise specifically provided, whenever in  
6 this Act an amendment is expressed in terms of an amend-  
7 ment to a section or other provision of law, the reference  
8 shall be considered to be made to a section or other provi-  
9 sion of title 49, United States Code.

10 **SEC. 3. TABLE OF CONTENTS.**

11 The table of contents for this Act is as follows:

- Sec. 1. Short title.
- Sec. 2. Amendment of title 49, United States Code.
- Sec. 3. Table of contents.

TITLE I—AUTHORIZATIONS

- Sec. 101. Authorization for Amtrak capital and operating expenses and State capital grants.
- Sec. 102. Repayment of long-term debt and capital leases.
- Sec. 103. Other authorizations.
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TITLE II—AMTRAK REFORM AND OPERATIONAL IMPROVEMENTS

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- Sec. 213. Access to Amtrak equipment and services.
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- Sec. 215. Amtrak management accountability.

- Sec. 216. Passenger rail study.
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- Sec. 223. Amtrak Inspector General utilization study.
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#### TITLE III—INTERCITY PASSENGER RAIL POLICY

- Sec. 301. Capital assistance for intercity passenger rail service; State rail plans.
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#### TITLE IV—COMMUTER RAIL TRANSIT ENHANCEMENT

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- Sec. 501. High-speed rail corridor program.
- Sec. 502. Additional high-speed projects.
- Sec. 503. High-speed rail study.
- Sec. 504. Grant conditions.

## 1           **TITLE I—AUTHORIZATIONS**

### 2   **SEC. 101. AUTHORIZATION FOR AMTRAK CAPITAL AND OP-** 3                           **ERATING EXPENSES AND STATE CAPITAL** 4                           **GRANTS.**

5           (a) OPERATING GRANTS.—There are authorized to  
 6 be appropriated to the Secretary of Transportation for the  
 7 use of Amtrak for operating costs the following amounts:

- 8                   (1) For fiscal year 2009, \$525,000,000.
- 9                   (2) For fiscal year 2010, \$600,000,000.
- 10                  (3) For fiscal year 2011, \$614,000,000.
- 11                  (4) For fiscal year 2012, \$638,000,000.

1           (5) For fiscal year 2013, \$654,000,000.

2           (b) INSPECTOR GENERAL.—Out of the amounts au-  
3 thORIZED under subsection (a), there are authorized to be  
4 appropriated to the Secretary of Transportation for the  
5 Office of the Inspector General of Amtrak the following  
6 amounts:

7           (1) For fiscal year 2009, \$20,368,900.

8           (2) For fiscal year 2010, \$22,586,000.

9           (3) For fiscal year 2011, \$24,337,000.

10          (4) For fiscal year 2012, \$26,236,000.

11          (5) For fiscal year 2013, \$28,287,000.

12          (c) ACCESSIBILITY IMPROVEMENTS AND BARRIER  
13 REMOVAL FOR PEOPLE WITH DISABILITIES.—There are  
14 authorized to be appropriated to the Secretary of Trans-  
15 portation for the use of Amtrak to improve the accessi-  
16 bility of facilities, including rail platforms, and services the  
17 following amounts:

18          (1) For fiscal year 2009, \$68,500,000.

19          (2) For fiscal year 2010, \$240,000,000.

20          (3) For fiscal year 2011, \$240,000,000.

21          (4) For fiscal year 2012, \$240,000,000.

22          (5) For fiscal year 2013, \$240,000,000.

23          (d) CAPITAL GRANTS.—There are authorized to be  
24 appropriated to the Secretary of Transportation for the  
25 use of Amtrak for capital projects (as defined in subpara-

1 graphs (A) and (B) of section 24401(2) of title 49, United  
2 States Code) to bring the Northeast Corridor (as defined  
3 in section 24102(a)) to a state-of-good-repair, for capital  
4 expenses of the national rail passenger transportation sys-  
5 tem, and for purposes of making capital grants under sec-  
6 tion 24402 of that title to States, the following amounts:

- 7 (1) For fiscal year 2009, \$1,202,000,000.
- 8 (2) For fiscal year 2010, \$1,321,000,000.
- 9 (3) For fiscal year 2011, \$1,321,000,000.
- 10 (4) For fiscal year 2012, \$1,427,000,000.
- 11 (5) For fiscal year 2013, \$1,427,000,000.

12 (e) AMOUNTS FOR STATE GRANTS.—Out of the  
13 amounts authorized under subsection (d), the following  
14 percentage shall be available each fiscal year for capital  
15 grants to States under section 24402 of title 49, United  
16 States Code, to be administered by the Secretary of Trans-  
17 portation:

- 18 (1) 41.60 percent for fiscal year 2009.
- 19 (2) 38 percent for fiscal year 2010.
- 20 (3) 38 percent for fiscal year 2011.
- 21 (4) 35 percent for fiscal year 2012.
- 22 (5) 35 percent for fiscal year 2013.

23 (f) PROJECT MANAGEMENT OVERSIGHT.—The Sec-  
24 retary may withhold up to  $\frac{1}{2}$  of 1 percent of amounts  
25 appropriated pursuant to subsection (d) for the costs of

1 project management oversight of capital projects carried  
2 out by Amtrak.

3 **SEC. 102. REPAYMENT OF LONG-TERM DEBT AND CAPITAL**  
4 **LEASES.**

5 (a) AMTRAK PRINCIPAL AND INTEREST PAY-  
6 MENTS.—

7 (1) PRINCIPAL AND INTEREST ON DEBT SERV-  
8 ICE.—There are authorized to be appropriated to  
9 the Secretary of Transportation for the use of Am-  
10 trak for retirement of principal and payment of in-  
11 terest on loans for capital equipment, or capital  
12 leases, not more than the following amounts:

13 (A) For fiscal year 2009, \$345,000,000.

14 (B) For fiscal year 2010, \$345,000,000.

15 (C) For fiscal year 2011, \$345,000,000.

16 (D) For fiscal year 2012, \$345,000,000.

17 (E) For fiscal year 2013, \$345,000,000.

18 (2) EARLY BUYOUT OPTION.—There are au-  
19 thorized to be appropriated to the Secretary of  
20 Transportation such sums as may be necessary for  
21 the use of Amtrak for the payment of costs associ-  
22 ated with early buyout options if the exercise of  
23 those options is determined to be advantageous to  
24 Amtrak.

1           (3) LEGAL EFFECT OF PAYMENTS UNDER THIS  
2 SECTION.—The payment of principal and interest on  
3 secured debt, with the proceeds of grants authorized  
4 by this section shall not—

5           (A) modify the extent or nature of any in-  
6 debtedness of the National Railroad Passenger  
7 Corporation to the United States in existence of  
8 the date of enactment of this Act;

9           (B) change the private nature of Amtrak’s  
10 or its successors’ liabilities; or

11           (C) imply any Federal guarantee or com-  
12 mitment to amortize Amtrak’s outstanding in-  
13 debtedness.

14 **SEC. 103. OTHER AUTHORIZATIONS.**

15       There are authorized to be appropriated to the Sec-  
16 retary of Transportation—

17           (1) \$5,000,000 for each of fiscal years 2009  
18 through 2013 to carry out the rail cooperative re-  
19 search program under section 24910 of title 49,  
20 United States Code; and

21           (2) \$5,000,000 for fiscal year 2009, to remain  
22 available until expended, for grants to Amtrak and  
23 States participating in the Next Generation Corridor  
24 Train Equipment Pool Committee established under  
25 section 303 of this Act for the purpose of designing,

1 developing specifications for, and initiating the pro-  
2 curement of an initial order of 1 or more types of  
3 standardized next-generation corridor train equip-  
4 ment and establishing a jointly owned corporation to  
5 manage that equipment.

6 **SEC. 104. TUNNEL PROJECT.**

7 (a) **NEW TUNNEL ALIGNMENT AND ENVIRON-**  
8 **MENTAL REVIEW.**—Not later than September 30, 2013,  
9 the Federal Railroad Administration, working with Am-  
10 trak, the City of Baltimore, State of Maryland, and rail  
11 operators described in subsection (b), shall—

12 (1) approve a new rail tunnel alignment in Bal-  
13 timore that will permit an increase in train speed  
14 and service reliability; and

15 (2) ensure completion of the related environ-  
16 mental review process.

17 (b) **AFFECTED RAIL OPERATORS.**—Rail operators  
18 other than Amtrak may participate in activities described  
19 in subsection (a) to the extent that they can demonstrate  
20 the intention and ability to contribute to the construction  
21 of the new tunnel.

22 (c) **AUTHORIZATION OF APPROPRIATIONS.**—There  
23 are authorized to be appropriated to the Federal Railroad  
24 Administration for carrying out this section \$60,000,000

1 for the period encompassing fiscal years 2009 through  
2 2013.

3 **SEC. 105. COMPLIANCE WITH IMMIGRATION AND NATION-**  
4 **ALITY ACT.**

5 Notwithstanding any other provision of this Act, none  
6 of the funds authorized by this Act may be used to employ  
7 workers in violation of section 274A of the Immigration  
8 and Nationality Act (8 U.S.C. 1324a).

9 **SEC. 106. AUTHORIZATION FOR CAPITAL AND PREVENTIVE**  
10 **MAINTENANCE PROJECTS FOR WASHINGTON**  
11 **METROPOLITAN AREA TRANSIT AUTHORITY.**

12 (a) AUTHORIZATION.—

13 (1) IN GENERAL.—Subject to the succeeding  
14 provisions of this section, the Secretary of Transpor-  
15 tation is authorized to make grants to the Transit  
16 Authority, in addition to the contributions author-  
17 ized under sections 3, 14, and 17 of the National  
18 Capital Transportation Act of 1969 (sec. 9–1101.01  
19 et seq., D.C. Official Code), for the purpose of fi-  
20 nancing in part the capital and preventive mainte-  
21 nance projects included in the Capital Improvement  
22 Program approved by the Board of Directors of the  
23 Transit Authority.

24 (2) DEFINITIONS.—In this section—

1 (A) the term “Transit Authority” means  
2 the Washington Metropolitan Area Transit Au-  
3 thority established under Article III of the  
4 Compact; and

5 (B) the term “Compact” means the Wash-  
6 ington Metropolitan Area Transit Authority  
7 Compact (80 Stat. 1324; Public Law 89–774).

8 (b) USE OF FUNDS.—The Federal grants made pur-  
9 suant to the authorization under this section shall be sub-  
10 ject to the following limitations and conditions:

11 (1) The work for which such Federal grants are  
12 authorized shall be subject to the provisions of the  
13 Compact (consistent with the amendments to the  
14 Compact described in subsection (d)).

15 (2) Each such Federal grant shall be for 50  
16 percent of the net project cost of the project in-  
17 volved, and shall be provided in cash from sources  
18 other than Federal funds or revenues from the oper-  
19 ation of public mass transportation systems. Con-  
20 sistent with the terms of the amendment to the  
21 Compact described in subsection (d)(1), any funds  
22 so provided shall be solely from undistributed cash  
23 surpluses, replacement or depreciation funds or re-  
24 serves available in cash, or new capital.

1           (3) Such Federal grants may be used only for  
2           the maintenance and upkeep of the systems of the  
3           Transit Authority as of the date of the enactment of  
4           this Act and may not be used to increase the mile-  
5           age of the rail system.

6           (c) APPLICABILITY OF REQUIREMENTS FOR MASS  
7           TRANSPORTATION CAPITAL PROJECTS RECEIVING FUNDS  
8           UNDER FEDERAL TRANSPORTATION LAW.—Except as  
9           specifically provided in this section, the use of any  
10          amounts appropriated pursuant to the authorization under  
11          this section shall be subject to the requirements applicable  
12          to capital projects for which funds are provided under  
13          chapter 53 of title 49, United States Code, except to the  
14          extent that the Secretary of Transportation determines  
15          that the requirements are inconsistent with the purposes  
16          of this section.

17          (d) AMENDMENTS TO COMPACT.—No amounts may  
18          be provided to the Transit Authority pursuant to the au-  
19          thorization under this section until the Transit Authority  
20          notifies the Secretary of Transportation that each of the  
21          following amendments to the Compact (and any further  
22          amendments which may be required to implement such  
23          amendments) have taken effect:

24                  (1)(A) An amendment requiring that all pay-  
25                  ments by the local signatory governments for the

1 Transit Authority for the purpose of matching any  
2 Federal funds appropriated in any given year au-  
3 thorized under subsection (a) for the cost of oper-  
4 ating and maintaining the adopted regional system  
5 are made from amounts derived from dedicated  
6 funding sources.

7 (B) For purposes of this paragraph, the term  
8 “dedicated funding source” means any source of  
9 funding which is earmarked or required under State  
10 or local law to be used to match Federal appropria-  
11 tions authorized under this Act for payments to the  
12 Transit Authority.

13 (2) An amendment establishing an Office of the  
14 Inspector General of the Transit Authority.

15 (3) An amendment expanding the Board of Di-  
16 rectors of the Transit Authority to include 4 addi-  
17 tional Directors appointed by the Administrator of  
18 General Services, of whom 2 shall be nonvoting and  
19 2 shall be voting, and requiring one of the voting  
20 members so appointed to be a regular passenger and  
21 customer of the bus or rail service of the Transit  
22 Authority.

23 (e) ACCESS TO WIRELESS SERVICE IN METRORAIL  
24 SYSTEM.—

1           (1) REQUIRING TRANSIT AUTHORITY TO PRO-  
2           VIDE ACCESS TO SERVICE.—No amounts may be  
3           provided to the Transit Authority pursuant to the  
4           authorization under this section unless the Transit  
5           Authority ensures that customers of the rail service  
6           of the Transit Authority have access within the rail  
7           system to services provided by any licensed wireless  
8           provider that notifies the Transit Authority (in ac-  
9           cordance with such procedures as the Transit Au-  
10          thority may adopt) of its intent to offer service to  
11          the public, in accordance with the following time-  
12          table:

13                   (A) Not later than 1 year after the date of  
14                   the enactment of this Act, in the 20 under-  
15                   ground rail station platforms with the highest  
16                   volume of passenger traffic.

17                   (B) Not later than 4 years after such date,  
18                   throughout the rail system.

19           (2) ACCESS OF WIRELESS PROVIDERS TO SYS-  
20           TEM FOR UPGRADES AND MAINTENANCE.—No  
21           amounts may be provided to the Transit Authority  
22           pursuant to the authorization under this section un-  
23           less the Transit Authority ensures that each licensed  
24           wireless provider who provides service to the public  
25           within the rail system pursuant to paragraph (1) has

1 access to the system on an ongoing basis (subject to  
2 such restrictions as the Transit Authority may im-  
3 pose to ensure that such access will not unduly im-  
4 pact rail operations or threaten the safety of cus-  
5 tomers or employees of the rail system) to carry out  
6 emergency repairs, routine maintenance, and up-  
7 grades to the service.

8 (3) PERMITTING REASONABLE AND CUSTOMARY  
9 CHARGES.—Nothing in this subsection may be con-  
10 strued to prohibit the Transit Authority from requir-  
11 ing a licensed wireless provider to pay reasonable  
12 and customary charges for access granted under this  
13 subsection.

14 (4) REPORTS.—Not later than 1 year after the  
15 date of the enactment of this Act, and each of the  
16 3 years thereafter, the Transit Authority shall sub-  
17 mit to the Committee on Oversight and Government  
18 Reform of the House of Representatives and the  
19 Committee on Homeland Security and Governmental  
20 Affairs of the Senate a report on the implementation  
21 of this subsection.

22 (5) DEFINITION.—In this subsection, the term  
23 “licensed wireless provider” means any provider of  
24 wireless services who is operating pursuant to a Fed-

1       eral license to offer such services to the public for  
2       profit.

3       (f) AMOUNT.—There are authorized to be appro-  
4       priated to the Secretary of Transportation for grants  
5       under this section an aggregate amount not to exceed  
6       \$1,500,000,000 to be available in increments over 10 fis-  
7       cal years beginning in fiscal year 2009, or until expended.

8       (g) AVAILABILITY.—Amounts appropriated pursuant  
9       to the authorization under this section shall remain avail-  
10      able until expended.

## 11   **TITLE II—AMTRAK REFORM AND** 12   **OPERATIONAL IMPROVEMENTS**

### 13   **SEC. 201. NATIONAL RAILROAD PASSENGER TRANSPOR-** 14                   **TATION SYSTEM DEFINED.**

15       (a) IN GENERAL.—Section 24102 is amended—

16               (1) by striking paragraph (2);

17               (2) by redesignating paragraphs (3), (4), and  
18       (5) as paragraphs (2), (3), and (4), respectively; and

19               (3) by inserting after paragraph (4) as so re-  
20       designated the following:

21               “(5) ‘national rail passenger transportation sys-  
22       tem’ means—

23                       “(A) the segment of the Northeast Cor-  
24       ridor between Boston, Massachusetts and  
25       Washington, DC;

1           “(B) rail corridors that have been des-  
2           gnated by the Secretary of Transportation as  
3           high-speed corridors (other than corridors de-  
4           scribed in subparagraph (A)), but only after  
5           they have been improved to permit operation of  
6           high-speed service;

7           “(C) long distance routes of more than  
8           750 miles between endpoints operated by Am-  
9           trak as of the date of enactment of the Pas-  
10          senger Rail Investment and Improvement Act of  
11          2008; and

12          “(D) short-distance corridors, or routes of  
13          not more than 750 miles between endpoints, op-  
14          erated by—

15                 “(i) Amtrak; or

16                 “(ii) another rail carrier that receives  
17                 funds under chapter 244.”.

18          (b) AMTRAK ROUTES WITH STATE FUNDING.—

19                 (1) IN GENERAL.—Chapter 247 is amended by  
20                 inserting after section 24701 the following:

21         **“§ 24702. Transportation requested by States, au-**  
22                 **thorities, and other persons**

23                 “(a) CONTRACTS FOR TRANSPORTATION.—Amtrak  
24                 may enter into a contract with a State, a regional or local  
25                 authority, or another person for Amtrak to operate an

1 intercity rail service or route not included in the national  
2 rail passenger transportation system upon such terms as  
3 the parties thereto may agree.

4 “(b) DISCONTINUANCE.—Upon termination of a con-  
5 tract entered into under this section, or the cessation of  
6 financial support under such a contract by either party,  
7 Amtrak may discontinue such service or route, notwith-  
8 standing any other provision of law.”.

9 (2) CONFORMING AMENDMENT.—The chapter  
10 analysis for chapter 247 is amended by inserting  
11 after the item relating to section 24701 the fol-  
12 lowing:

“24702. Transportation requested by States, authorities, and other persons.”.

13 (c) AMTRAK TO CONTINUE TO PROVIDE NON-HIGH-  
14 SPEED SERVICES.—Nothing in this Act is intended to pre-  
15 clude Amtrak from restoring, improving, or developing  
16 non-high-speed intercity passenger rail service.

17 (d) APPLICABILITY OF SECTION 24706.—Section  
18 24706 is amended by adding at the end the following:

19 “(e) APPLICABILITY.—This section applies to all  
20 service over routes provided by Amtrak, notwithstanding  
21 any provision of section 24701 of this title or any other  
22 provision of this title except section 24702(b).”.

23 **SEC. 202. AMTRAK BOARD OF DIRECTORS.**

24 (a) IN GENERAL.—Section 24302 is amended to read  
25 as follows:

1 **“§ 24302. Board of Directors**

2 “(a) COMPOSITION AND TERMS.—

3 “(1) The Board of Directors of Amtrak is com-  
4 posed of the following 10 directors, each of whom  
5 must be a citizen of the United States:

6 “(A) The Secretary of Transportation.

7 “(B) The President of Amtrak, who shall  
8 serve ex officio, as a non-voting member.

9 “(C) Eight individuals appointed by the  
10 President of the United States, by and with the  
11 advice and consent of the Senate, with general  
12 business and financial experience, experience or  
13 qualifications in transportation, freight and  
14 passenger rail transportation, travel, hospi-  
15 tality, cruise line, and passenger air transpor-  
16 tation businesses, or representatives of employ-  
17 ees or users of passenger rail transportation or  
18 a State government.

19 “(2) In selecting individuals described in para-  
20 graph (1) for nominations for appointments to the  
21 Board, the President shall consult with the Speaker  
22 of the House of Representatives, the minority leader  
23 of the House of Representatives, the majority leader  
24 of the Senate, and the minority leader of the Senate  
25 and try to provide adequate and balanced represen-

1 tation of the major geographic regions of the United  
2 States served by Amtrak.

3 “(3) An individual appointed under paragraph  
4 (1)(C) of this subsection serves for 5 years or until  
5 the individual’s successor is appointed and qualified.  
6 Not more than 5 individuals appointed under para-  
7 graph (1)(C) may be members of the same political  
8 party.

9 “(4) The Board shall elect a chairman and a  
10 vice chairman from among its membership. The vice  
11 chairman shall serve as chairman in the absence of  
12 the chairman.

13 “(5) The Secretary may be represented at  
14 board meetings by the Secretary’s designee.

15 “(b) PAY AND EXPENSES.—Each director not em-  
16 ployed by the United States Government is entitled to  
17 \$300 a day when performing Board duties. Each Director  
18 is entitled to reimbursement for necessary travel, reason-  
19 able secretarial and professional staff support, and sub-  
20 sistence expenses incurred in attending Board meetings.

21 “(c) VACANCIES.—A vacancy on the Board is filled  
22 in the same way as the original selection, except that an  
23 individual appointed by the President of the United States  
24 under subsection (a)(1)(C) of this section to fill a vacancy  
25 occurring before the end of the term for which the prede-

1 cessor of that individual was appointed is appointed for  
2 the remainder of that term. A vacancy required to be filled  
3 by appointment under subsection (a)(1)(C) must be filled  
4 not later than 120 days after the vacancy occurs.

5 “(d) QUORUM.—A majority of the members serving  
6 shall constitute a quorum for doing business.

7 “(e) BYLAWS.—The Board may adopt and amend by-  
8 laws governing the operation of Amtrak. The bylaws shall  
9 be consistent with this part and the articles of incorpora-  
10 tion.”.

11 (b) EFFECTIVE DATE FOR DIRECTORS’ PROVI-  
12 SION.—The amendment made by subsection (a) shall take  
13 effect 6 months after the date of enactment of this Act.  
14 The members of the Amtrak Board serving on the date  
15 of enactment of this Act may continue to serve for the  
16 remainder of the term to which they were appointed.

17 **SEC. 203. ESTABLISHMENT OF IMPROVED FINANCIAL AC-**  
18 **COUNTING SYSTEM.**

19 (a) IN GENERAL.—The Amtrak Board of Directors—  
20 (1) may employ an independent financial con-  
21 sultant with experience in railroad accounting to as-  
22 sist Amtrak in improving Amtrak’s financial ac-  
23 counting and reporting system and practices;

1           (2) shall implement a modern financial account-  
2           ing and reporting system not later than 1 year after  
3           the date of enactment of this Act; and

4           (3) shall, not later than 90 days after the end  
5           of each fiscal year through fiscal year 2013—

6                   (A) submit to Congress a comprehensive  
7                   report that allocates all of Amtrak’s revenues  
8                   and costs to each of its routes, each of its lines  
9                   of business, and each major activity within each  
10                  route and line of business activity, including—

11                           (i) train operations;

12                           (ii) equipment maintenance;

13                           (iii) food service;

14                           (iv) sleeping cars;

15                           (v) ticketing; and

16                           (vi) reservations;

17                   (B) include the report described in sub-  
18                   paragraph (A) in Amtrak’s annual report; and

19                   (C) post such report on Amtrak’s website.

20           (b) VERIFICATION OF SYSTEM; REPORT.—The In-  
21           specter General of the Department of Transportation shall  
22           review the accounting system designed and implemented  
23           under subsection (a) to ensure that it accomplishes the  
24           purposes for which it is intended. The Inspector General  
25           shall report his findings and conclusions, together with

1 any recommendations, to the House of Representatives  
2 Committee on Transportation and Infrastructure and the  
3 Senate Committee on Commerce, Science, and Transpor-  
4 tation.

5 (c) CATEGORIZATION OF REVENUES AND EX-  
6 PENSES.—

7 (1) IN GENERAL.—In carrying out subsection  
8 (a), the Amtrak Board of Directors shall separately  
9 categorize routes, assigned revenues, and attrib-  
10 utable expenses by type of service, including long  
11 distance routes, State-sponsored routes, commuter  
12 contract routes, and Northeast Corridor routes.

13 (2) NORTHEAST CORRIDOR.—Amtrak revenues  
14 generated by freight and commuter railroads oper-  
15 ating on the Northeast Corridor shall be separately  
16 listed to include the charges per car mile assessed by  
17 Amtrak to other freight and commuter railroad enti-  
18 ties.

19 (3) FIXED OVERHEAD EXPENSES.—Fixed over-  
20 head expenses that are not directly assigned or at-  
21 tributed to any route (or group of routes) shall be  
22 listed separately by line item and expense category.

23 **SEC. 204. DEVELOPMENT OF 5-YEAR FINANCIAL PLAN.**

24 (a) DEVELOPMENT OF 5-YEAR FINANCIAL PLAN.—  
25 The Amtrak Board of Directors shall submit an annual

1 budget and business plan for Amtrak, and a 5-year finan-  
2 cial plan for the fiscal year to which that budget and busi-  
3 ness plan relate and the subsequent 4 years, prepared in  
4 accordance with this section, to the Secretary of Transpor-  
5 tation and the Inspector General of the Department of  
6 Transportation no later than—

7 (1) the first day of each fiscal year beginning  
8 after the date of enactment of this Act; or

9 (2) the date that is 60 days after the date of  
10 enactment of an appropriation Act for the fiscal  
11 year, if later.

12 (b) CONTENTS OF 5-YEAR FINANCIAL PLAN.—The  
13 5-year financial plan for Amtrak shall include, at a min-  
14 imum—

15 (1) all projected revenues and expenditures for  
16 Amtrak, including governmental funding sources;

17 (2) projected ridership levels for all Amtrak  
18 passenger operations;

19 (3) revenue and expenditure forecasts for non-  
20 passenger operations;

21 (4) capital funding requirements and expendi-  
22 tures necessary to maintain passenger service which  
23 will accommodate predicted ridership levels and pre-  
24 dicted sources of capital funding;

1           (5) operational funding needs, if any, to main-  
2           tain current and projected levels of passenger serv-  
3           ice, including state-supported routes and predicted  
4           funding sources;

5           (6) projected capital and operating require-  
6           ments, ridership, and revenue for any new passenger  
7           service operations or service expansions;

8           (7) an assessment of the continuing financial  
9           stability of Amtrak, such as Amtrak's ability to effi-  
10          ciently manage its workforce, and Amtrak's ability  
11          to effectively provide passenger train service;

12          (8) estimates of long-term and short-term debt  
13          and associated principal and interest payments (both  
14          current and anticipated);

15          (9) annual cash flow forecasts;

16          (10) a statement describing methods of esti-  
17          mation and significant assumptions;

18          (11) specific measures that demonstrate meas-  
19          urable improvement year over year in the financial  
20          results of Amtrak's operations;

21          (12) prior fiscal year and projected operating  
22          ratio, cash operating loss, and cash operating loss  
23          per passenger on a route, business line, and cor-  
24          porate basis;

1           (13) prior fiscal year and projected specific  
2 costs and savings estimates resulting from reform  
3 initiatives;

4           (14) prior fiscal year and projected labor pro-  
5 ductivity statistics on a route, business line, and cor-  
6 porate basis; and

7           (15) prior fiscal year and projected equipment  
8 reliability statistics.

9           (c) **STANDARDS TO PROMOTE FINANCIAL STA-**  
10 **BILITY.**—In meeting the requirements of subsection (b),  
11 Amtrak shall—

12           (1) apply sound budgetary practices, including  
13 reducing costs and other expenditures, improving  
14 productivity, increasing revenues, or combinations of  
15 such practices;

16           (2) use the categories specified in the financial  
17 accounting and reporting system developed under  
18 section 203 when preparing its 5-year financial plan;  
19 and

20           (3) ensure that the plan is consistent with the  
21 authorizations of appropriations under title I of this  
22 Act.

23 **SEC. 205. ESTABLISHMENT OF GRANT PROCESS.**

24           (a) **GRANT REQUESTS.**—Amtrak shall submit grant  
25 requests (including a schedule for the disbursement of

1 funds), consistent with the requirements of this Act, to  
2 the Secretary of Transportation for funds authorized to  
3 be appropriated to the Secretary for the use of Amtrak  
4 under sections 101(a), (c), and (d), 102, and 103(2) of  
5 this Act.

6 (b) PROCEDURES FOR GRANT REQUESTS.—The Sec-  
7 retary shall establish substantive and procedural require-  
8 ments, including schedules, for grant requests under this  
9 section not later than 30 days after the date of enactment  
10 of this Act and shall transmit copies to the Committee  
11 on Transportation and Infrastructure of the House of  
12 Representatives and the Committee on Commerce,  
13 Science, and Transportation of the Senate.

14 (c) REVIEW AND APPROVAL.—

15 (1) 30-DAY APPROVAL PROCESS.—The Sec-  
16 retary shall complete the review of a complete grant  
17 request (including the disbursement schedule) and  
18 approve or disapprove the request within 30 days  
19 after the date on which Amtrak submits the grant  
20 request. If the Secretary disapproves the request or  
21 determines that the request is incomplete or defi-  
22 cient, the Secretary shall include the reason for dis-  
23 approval or the incomplete items or deficiencies in  
24 the notice to Amtrak.

1           (2) 15-DAY MODIFICATION PERIOD.—Within 15  
2 days after receiving notification from the Secretary  
3 under the preceding sentence, Amtrak shall submit  
4 a modified request for the Secretary’s review.

5           (3) REVISED REQUESTS.—Within 15 days after  
6 receiving a modified request from Amtrak, the Sec-  
7 retary shall either approve the modified request, or,  
8 if the Secretary finds that the request is still incom-  
9 plete or deficient, the Secretary shall identify in  
10 writing to the House of Representatives Committee  
11 on Transportation and Infrastructure and the Sen-  
12 ate Committee on Commerce, Science, and Trans-  
13 portation the remaining deficiencies and recommend  
14 a process for resolving the outstanding portions of  
15 the request.

16 **SEC. 206. STATE-SUPPORTED ROUTES.**

17           (a) IN GENERAL.—Within 2 years after the date of  
18 enactment of this Act, the Board of Directors of Amtrak,  
19 in consultation with the Secretary of Transportation and  
20 the governors of each relevant State and the Mayor of the  
21 District of Columbia or groups representing those officials,  
22 shall develop and implement a single, Nationwide stand-  
23 ardized methodology for establishing and allocating the  
24 operating and capital costs among the States and Amtrak

1 associated with trains operated on routes described in sec-  
2 tion 24102(5)(B) or (D) or section 24702 that—

3 (1) ensures, within 5 years after the date of en-  
4 actment of this Act, equal treatment in the provision  
5 of like services of all States and groups of States  
6 (including the District of Columbia); and

7 (2) allocates to each route the costs incurred  
8 only for the benefit of that route and a propor-  
9 tionate share, based upon factors that reasonably re-  
10 flect relative use, of costs incurred for the common  
11 benefit of more than 1 route.

12 (b) REVIEW.—If Amtrak and the States (including  
13 the District of Columbia) in which Amtrak operates such  
14 routes do not voluntarily adopt and implement the meth-  
15 odology developed under subsection (a) in allocating costs  
16 and determining compensation for the provision of service  
17 in accordance with the date established therein, the Sur-  
18 face Transportation Board shall determine the appro-  
19 priate methodology required under subsection (a) for such  
20 services in accordance with the procedures and procedural  
21 schedule applicable to a proceeding under section 24904(c)  
22 of title 49, United States Code, and require the full imple-  
23 mentation of this methodology with regards to the provi-  
24 sion of such service within 1 year after the Board's deter-  
25 mination of the appropriate methodology.

1 (c) USE OF CHAPTER 244 FUNDS.—Funds provided  
2 to a State under chapter 244 of title 49, United States  
3 Code, may be used, as provided in that chapter, to pay  
4 capital costs determined in accordance with this section.

5 **SEC. 207. METRICS AND STANDARDS.**

6 (a) IN GENERAL.—Within 180 days after the date  
7 of enactment of this Act, the Administrator of the Federal  
8 Railroad Administration and Amtrak shall jointly, in con-  
9 sultation with the Surface Transportation Board, rail car-  
10 riers over whose rail lines Amtrak trains operate, States,  
11 Amtrak employees, nonprofit employee organizations rep-  
12 resenting Amtrak employees, and groups representing  
13 Amtrak passengers, as appropriate, develop new or im-  
14 prove existing metrics and minimum standards for meas-  
15 uring the performance and service quality of intercity pas-  
16 senger train operations, including cost recovery, on-time  
17 performance and minutes of delay, ridership, on-board  
18 services, stations, facilities, equipment, and other services.  
19 Such metrics, at a minimum, shall include the percentage  
20 of avoidable and fully allocated operating costs covered by  
21 passenger revenues on each route, ridership per train mile  
22 operated, measures of on-time performance and delays in-  
23 curred by intercity passenger trains on the rail lines of  
24 each rail carrier and, for long distance routes, measures  
25 of connectivity with other routes in all regions currently

1 receiving Amtrak service and the transportation needs of  
2 communities and populations that are not well-served by  
3 other forms of public transportation. Amtrak shall provide  
4 reasonable access to the Federal Railroad Administration  
5 in order to enable the Administration to carry out its duty  
6 under this section.

7 (b) QUARTERLY REPORTS.—The Administrator of  
8 the Federal Railroad Administration shall collect the nec-  
9 essary data and publish a quarterly report on the perform-  
10 ance and service quality of intercity passenger train oper-  
11 ations, including Amtrak’s cost recovery, ridership, on-  
12 time performance and minutes of delay, causes of delay,  
13 on-board services, stations, facilities, equipment, and other  
14 services.

15 (c) CONTRACT WITH HOST RAIL CARRIERS.—To the  
16 extent practicable, Amtrak and its host rail carriers shall  
17 incorporate the metrics and standards developed under  
18 subsection (a) into their access and service agreements.

19 (d) ARBITRATION.—If the development of the metrics  
20 and standards is not completed within the 180-day period  
21 required by subsection (a), any party involved in the devel-  
22 opment of those standards may petition the Surface  
23 Transportation Board to appoint an arbitrator to assist  
24 the parties in resolving their disputes through binding ar-  
25 bitration.

1 **SEC. 208. NORTHEAST CORRIDOR STATE-OF-GOOD-REPAIR**  
2 **PLAN.**

3 (a) IN GENERAL.—Within 9 months after the date  
4 of enactment of this Act, the National Railroad Passenger  
5 Corporation, in consultation with the Secretary and the  
6 States (including the District of Columbia) that make up  
7 the Northeast Corridor (as defined in section 24102 of  
8 title 49, United States Code), shall prepare a capital  
9 spending plan for capital projects required to return the  
10 railroad right-of-way (including track, signals, and auxil-  
11 iary structures), facilities, stations, and equipment, of the  
12 Northeast Corridor to a state of good repair by the end  
13 of fiscal year 2024, consistent with the funding levels au-  
14 thorized in this Act and shall submit the plan to the Sec-  
15 retary.

16 (b) APPROVAL BY THE SECRETARY.—

17 (1) The Corporation shall submit the capital  
18 spending plan prepared under this section to the  
19 Secretary of Transportation for review and approval  
20 pursuant to the procedures developed under section  
21 205 of this Act.

22 (2) The Secretary of Transportation shall re-  
23 quire that the plan be updated at least annually and  
24 shall review and approve such updates. During re-  
25 view, the Secretary shall seek comments and review  
26 from the commission established under section

1 24905 of title 49, United States Code, and other  
2 Northeast Corridor users regarding the plan.

3 (3) The Secretary shall make grants to the Cor-  
4 poration with funds authorized by section 101(d) of  
5 this Act for Northeast Corridor capital investments  
6 contained within the capital spending plan prepared  
7 by the Corporation and approved by the Secretary.

8 (4) Using the funds authorized by section  
9 101(f) of this Act, the Secretary shall review Am-  
10 trak’s capital expenditures funded by this section to  
11 ensure that such expenditures are consistent with  
12 the capital spending plan and that Amtrak is pro-  
13 viding adequate project management oversight and  
14 fiscal controls.

15 (c) ELIGIBILITY OF EXPENDITURES.—The Federal  
16 share of expenditures for capital improvements under this  
17 section may not exceed 100 percent.

18 **SEC. 209. NORTHEAST CORRIDOR INFRASTRUCTURE AND**  
19 **OPERATIONS IMPROVEMENTS.**

20 (a) IN GENERAL.—Section 24905 is amended to read  
21 as follows:

22 **“§ 24905. Northeast Corridor Infrastructure and Op-**  
23 **erations Advisory Commission**

24 **“(a) NORTHEAST CORRIDOR INFRASTRUCTURE AND**  
25 **OPERATIONS ADVISORY COMMISSION.—**

1           “(1) Within 180 days after the date of enact-  
2           ment of the Passenger Rail Investment and Im-  
3           provement Act of 2008, the Secretary of Transpor-  
4           tation shall establish a Northeast Corridor Infra-  
5           structure and Operations Advisory Commission  
6           (hereinafter referred to in this section as the ‘Com-  
7           mission’) to promote mutual cooperation and plan-  
8           ning pertaining to the rail operations and related ac-  
9           tivities of the Northeast Corridor. The Commission  
10          shall be made up of—

11                   “(A) members representing the National  
12                   Railroad Passenger Corporation;

13                   “(B) members representing the Secretary  
14                   of Transportation and the Federal Railroad Ad-  
15                   ministration;

16                   “(C) one member from each of the States  
17                   (including the District of Columbia) that con-  
18                   stitute the Northeast Corridor as defined in sec-  
19                   tion 24102, designated by, and serving at the  
20                   pleasure of, the chief executive officer thereof;  
21                   and

22                   “(D) non-voting representatives of freight  
23                   railroad carriers using the Northeast Corridor  
24                   selected by the Secretary.

1           “(2) The Secretary shall ensure that the mem-  
2           bership belonging to any of the groups enumerated  
3           under subparagraph (1) shall not constitute a major-  
4           ity of the commission’s memberships.

5           “(3) The commission shall establish a schedule  
6           and location for convening meetings, but shall meet  
7           no less than four times per fiscal year, and the com-  
8           mission shall develop rules and procedures to govern  
9           the commission’s proceedings.

10           “(4) A vacancy in the Commission shall be  
11           filled in the manner in which the original appoint-  
12           ment was made.

13           “(5) Members shall serve without pay but shall  
14           receive travel expenses, including per diem in lieu of  
15           subsistence, in accordance with sections 5702 and  
16           5703 of title 5, United States Code.

17           “(6) The Chairman of the Commission shall be  
18           elected by the members.

19           “(7) The Commission may appoint and fix the  
20           pay of such personnel as it considers appropriate.

21           “(8) Upon request of the Commission, the head  
22           of any department or agency of the United States  
23           may detail, on a reimbursable basis, any of the per-  
24           sonnel of that department or agency to the Commis-

1 sion to assist it in carrying out its duties under this  
2 section.

3 “(9) Upon the request of the Commission, the  
4 Administrator of General Services shall provide to  
5 the Commission, on a reimbursable basis, the admin-  
6 istrative support services necessary for the Commis-  
7 sion to carry out its responsibilities under this sec-  
8 tion.

9 “(10) The commission shall consult with other  
10 entities as appropriate.

11 “(b) GENERAL RECOMMENDATIONS.—The Commis-  
12 sion shall develop recommendations concerning Northeast  
13 Corridor rail infrastructure and operations including pro-  
14 posals addressing, as appropriate—

15 “(1) short-term and long-term capital invest-  
16 ment needs beyond the state-of-good-repair under  
17 section 208 of the Passenger Rail Investment and  
18 Improvement Act of 2008;

19 “(2) future funding requirements for capital  
20 improvements and maintenance;

21 “(3) operational improvements of intercity pas-  
22 senger rail, commuter rail, and freight rail services;

23 “(4) opportunities for additional non-rail uses  
24 of the Northeast Corridor;

25 “(5) scheduling and dispatching;

1           “(6) safety enhancements;  
2           “(7) equipment design;  
3           “(8) marketing of rail services;  
4           “(9) future capacity requirements; and  
5           “(10) potential funding and financing mecha-  
6           nisms for projects of corridor-wide significance.

7           “(c) ACCESS COSTS.—

8           “(1) DEVELOPMENT OF FORMULA.—Within 1  
9           year after verification of Amtrak’s new financial ac-  
10          counting system pursuant to section 203(b) of the  
11          Passenger Rail Investment and Improvement Act of  
12          2008, the Commission shall—

13                 “(A) develop a standardized formula for  
14                 determining and allocating costs, revenues, and  
15                 compensation for Northeast Corridor commuter  
16                 rail passenger transportation, as defined in sec-  
17                 tion 24102 of this title, that use National Rail-  
18                 road Passenger Corporation facilities or services  
19                 or that provide such facilities or services to the  
20                 National Railroad Passenger Corporation that  
21                 ensure that—

22                         “(i) there is no cross-subsidization of  
23                         commuter rail passenger, intercity rail pas-  
24                         senger, or freight rail transportation;

1           “(ii) each service is assigned the costs  
2           incurred only for the benefit of that serv-  
3           ice, and a proportionate share, based upon  
4           factors that reasonably reflect relative use,  
5           of costs incurred for the common benefit of  
6           more than 1 service; and

7           “(iii) all financial contributions made  
8           by an operator of a service, including but  
9           not limited to, for any capital infrastruc-  
10          ture investments, as well as for any in-kind  
11          services, are considered;

12          “(B) develop a proposed timetable for im-  
13          plementing the formula before the end of the  
14          6th year following the date of enactment of that  
15          Act;

16          “(C) transmit the proposed timetable to  
17          the Surface Transportation Board; and

18          “(D) at the request of a Commission mem-  
19          ber, petition the Surface Transportation Board  
20          to appoint a mediator to assist the Commission  
21          members through non-binding mediation to  
22          reach an agreement under this section.

23          “(2) IMPLEMENTATION.—The National Rail-  
24          road Passenger Corporation and the commuter au-  
25          thorities providing commuter rail passenger trans-

1 portation on the Northeast Corridor shall implement  
2 new agreements for usage of facilities or services  
3 based on the formula proposed in paragraph (1) in  
4 accordance with the timetable established therein. If  
5 the entities fail to implement such new agreements  
6 in accordance with the timetable, the Commission  
7 shall petition the Surface Transportation Board to  
8 determine the appropriate compensation amounts for  
9 such services in accordance with section 24904(c) of  
10 this title. The Surface Transportation Board shall  
11 enforce its determination on the party or parties in-  
12 volved.

13 “(d) TRANSMISSION OF RECOMMENDATIONS.—The  
14 commission shall annually transmit the recommendations  
15 developed under subsection (b) and the formula and time-  
16 table developed under subsection (c)(1) to the Committee  
17 on Transportation and Infrastructure of the House of  
18 Representatives and the Committee on Commerce,  
19 Science, and Transportation of the Senate.”.

20 (b) CONFORMING AMENDMENTS.—(1) Section  
21 24904(c)(2) is amended by—

22 (A) inserting “commuter rail passenger and”  
23 after “between”; and

24 (B) striking “freight” in the second sentence.

1           (2) The chapter analysis for chapter 249 is amended  
2 by striking the item relating to section 24905 and insert-  
3 ing the following:

“24905. Northeast Corridor Infrastructure and Operations Advisory Commis-  
sion.”.

4           (c) ACELA SERVICE STUDY.—

5                 (1) IN GENERAL.—Amtrak shall conduct a con-  
6 duct a study to determine the infrastructure and  
7 equipment improvements necessary to provide reg-  
8 ular Acela service—

9                     (A) between Washington, DC and New  
10 York City—

11                             (i) in 2 hours and 30 minutes;

12                             (ii) in 2 hours and 15 minutes; and

13                             (iii) in 2 hours; and

14                     (B) between New York City and Boston—

15                             (i) in 3 hours and 15 minutes;

16                             (ii) in 3 hours; and

17                             (iii) in 2 hours and 45 minutes.

18                 (2) ISSUES.—The study conducted under para-  
19 graph (1) shall include—

20                     (A) an estimated time frame for achieving  
21 the trip time described in paragraph (1);

22                     (B) an analysis of any significant obstacles  
23 that would hinder such an achievement, includ-  
24 ing but not limited to, any adverse impact on

1 existing and projected intercity, commuter, and  
2 freight service; and

3 (C) a detailed description and cost esti-  
4 mate of the specific infrastructure and equip-  
5 ment improvements necessary for such an  
6 achievement.

7 (3) REPORT.—Within 1 year after the date of  
8 enactment of this Act, Amtrak shall submit a writ-  
9 ten report containing the results of the study re-  
10 quired under this subsection to—

11 (A) the Committee on Transportation and  
12 Infrastructure of the House of Representatives;

13 (B) the Committee on Appropriations of  
14 the House of Representatives;

15 (C) the Committee on Commerce, Science,  
16 and Transportation of the Senate;

17 (D) the Committee on Appropriations of  
18 the Senate; and

19 (E) the Federal Railroad Administration.

20 (4) AUTHORIZATION OF APPROPRIATIONS.—  
21 There are authorized to be appropriated to the Sec-  
22 retary of Transportation to enable Amtrak to con-  
23 duct the study under this subsection \$5,000,000.

1 **SEC. 210. RESTRUCTURING LONG-TERM DEBT AND CAP-**  
2 **ITAL LEASES.**

3 (a) IN GENERAL.—The Secretary of the Treasury, in  
4 consultation with the Secretary of Transportation and  
5 Amtrak, may make agreements to restructure Amtrak’s  
6 indebtedness as of the date of enactment of this Act. This  
7 authorization expires 18 months after the date of enact-  
8 ment of this Act.

9 (b) DEBT RESTRUCTURING.—The Secretary of the  
10 Treasury, in consultation with the Secretary of Transpor-  
11 tation and Amtrak, shall enter into negotiations with the  
12 holders of Amtrak debt, including leases, outstanding on  
13 the date of enactment of this Act for the purpose of re-  
14 structuring (including repayment) and repaying that debt.  
15 The Secretary of the Treasury may secure agreements for  
16 restructuring or repayment on such terms as the Secretary  
17 of the Treasury deems favorable to the interests of the  
18 Government.

19 (c) CRITERIA.—In restructuring Amtrak’s indebted-  
20 ness, the Secretary of the Treasury and Amtrak—

21 (1) shall take into consideration repayment  
22 costs, the term of any loan or loans, and market  
23 conditions; and

24 (2) shall ensure that the restructuring results  
25 in significant savings to Amtrak and the United  
26 States Government.

1 (d) PAYMENT OF RENEGOTIATED DEBT.—If the cri-  
2 teria under subsection (c) are met, the Secretary of the  
3 Treasury may assume or repay the restructured debt, as  
4 appropriate.

5 (e) AMTRAK PRINCIPAL AND INTEREST PAY-  
6 MENTS.—

7 (1) PRINCIPAL ON DEBT SERVICE.—Unless the  
8 Secretary of the Treasury makes sufficient payments  
9 to creditors under subsection (d) so that Amtrak is  
10 required to make no payments to creditors in a fis-  
11 cal year, the Secretary of Transportation shall use  
12 funds authorized by section 102(a)(1) of this Act for  
13 the use of Amtrak for retirement of principal on  
14 loans for capital equipment, or capital leases.

15 (2) INTEREST ON DEBT.—Unless the Secretary  
16 of the Treasury makes sufficient payments to credi-  
17 tors under subsection (d) so that Amtrak is required  
18 to make no payments to creditors in a fiscal year,  
19 the Secretary of Transportation shall use funds au-  
20 thorized by section 102(a)(1) of this Act for the use  
21 of Amtrak for the payment of interest on loans for  
22 capital equipment, or capital leases.

23 (3) REDUCTIONS IN AUTHORIZATION LEVELS.—  
24 Whenever action taken by the Secretary of the  
25 Treasury under subsection (a) results in reductions

1 in amounts of principal or interest that Amtrak  
2 must service on existing debt, the corresponding  
3 amounts authorized by section 102(a)(1) shall be re-  
4 duced accordingly.

5 (f) LEGAL EFFECT OF PAYMENTS UNDER THIS SEC-  
6 TION.—The payment of principal and interest on secured  
7 debt, other than debt assumed under subsection (d), with  
8 the proceeds of grants under subsection (e) shall not—

9 (1) modify the extent or nature of any indebt-  
10 edness of the National Railroad Passenger Corpora-  
11 tion to the United States in existence of the date of  
12 enactment of this Act;

13 (2) change the private nature of Amtrak's or its  
14 successors' liabilities; or

15 (3) imply any Federal guarantee or commit-  
16 ment to amortize Amtrak's outstanding indebted-  
17 ness.

18 (g) SECRETARY APPROVAL.—Amtrak may not incur  
19 more debt after the date of enactment of this Act without  
20 the express advance approval of the Secretary of Trans-  
21 portation.

22 (h) REPORT.—The Secretary of the Treasury shall  
23 transmit a report to the Committee on Transportation and  
24 Infrastructure of the House of Representatives, the Com-  
25 mittee on Appropriations of the House of Representatives,

1 the Committee on Commerce, Science, and Transportation  
2 of the Senate, and the Committee on Appropriations of  
3 the Senate, by November 1, 2009—

4 (1) describing in detail any agreements to re-  
5 structure the Amtrak debt; and

6 (2) providing an estimate of the savings to Am-  
7 trak and the United States Government.

8 **SEC. 211. STUDY OF COMPLIANCE REQUIREMENTS AT EX-**  
9 **ISTING INTERCITY RAIL STATIONS.**

10 Amtrak, in consultation with station owners and  
11 other railroads operating service through the existing sta-  
12 tions that it serves, shall evaluate the improvements nec-  
13 essary to make these stations readily accessible to and us-  
14 able by individuals with disabilities, as required by such  
15 section 242(e)(2) of the Americans with Disabilities Act  
16 of 1990, as amended (42 U.S.C. 12162(e)(2)). The eval-  
17 uation shall include, for each applicable station, improve-  
18 ments required to bring it into compliance with the appli-  
19 cable parts of such section 242(e)(2), any potential bar-  
20 riers to achieving compliance, including issues related to  
21 the raising of passenger rail station platforms, the esti-  
22 mated cost of the improvements necessary, the identifica-  
23 tion of the responsible person (as defined in section 241(5)  
24 of that Act (42 U.S.C. 12161(5))), and the earliest prac-  
25 ticable date when such improvements can be made. The

1 evaluation shall also include a detailed plan and schedule  
2 for bringing all applicable stations into compliance with  
3 the applicable parts of section 242(e)(2) by the 2010 stat-  
4 utory deadline for station accessibility. Amtrak shall sub-  
5 mit the evaluation to the Committee on Transportation  
6 and Infrastructure of the House of Representatives; the  
7 Committee on Commerce, Science, and Transportation of  
8 the Senate; the Department of Transportation; and the  
9 National Council on Disability by February 1, 2009, along  
10 with recommendations for funding the necessary improve-  
11 ments. Should the Department of Transportation issue the  
12 Final Rule to its Notice of Proposed Rulemaking of Feb-  
13 ruary 27, 2006, on “Transportation for Individuals with  
14 Disabilities,” after Amtrak submits its evaluation, Amtrak  
15 shall, not later than 120 days after the date the Final  
16 Rule is published, submit to the above parties a supple-  
17 mental evaluation on the impact of those changes on its  
18 cost and schedule for achieving full compliance.

19 **SEC. 212. OVERSIGHT OF AMTRAK’S COMPLIANCE WITH AC-**  
20 **CESSIBILITY REQUIREMENTS.**

21 Using the funds authorized by section 101(f) of this  
22 Act, the Federal Railroad Administration shall monitor  
23 and conduct periodic reviews of Amtrak’s compliance with  
24 applicable sections of the Americans with Disabilities Act  
25 of 1990 and the Rehabilitation Act of 1974 to ensure that

1 Amtrak's services and facilities are accessible to individ-  
2 uals with disabilities to the extent required by law.

3 **SEC. 213. ACCESS TO AMTRAK EQUIPMENT AND SERVICES.**

4       If a State desires to select or selects an entity other  
5 than Amtrak to provide services required for the operation  
6 of an intercity passenger train route described in section  
7 24102(5)(D) or 24702 of title 49, United States Code,  
8 the State may make an agreement with Amtrak to use  
9 facilities and equipment of, or have services provided by,  
10 Amtrak under terms agreed to by the State and Amtrak  
11 to enable the State to utilize an entity other than Amtrak  
12 to provide services required for operation of the route. If  
13 the parties cannot agree upon terms, and the Surface  
14 Transportation Board finds that access to Amtrak's facili-  
15 ties or equipment, or the provision of services by Amtrak,  
16 is necessary to carry out this provision and that the oper-  
17 ation of Amtrak's other services will not be impaired  
18 thereby, the Surface Transportation Board shall, within  
19 120 days after submission of the dispute, issue an order  
20 that the facilities and equipment be made available, and  
21 that services be provided, by Amtrak, and shall determine  
22 reasonable compensation, liability and other terms for use  
23 of the facilities and equipment and provision of the serv-  
24 ices. Compensation shall be determined in accordance with

1 the methodology established pursuant to section 206 of  
2 this Act.

3 **SEC. 214. GENERAL AMTRAK PROVISIONS.**

4 (a) REPEAL OF SELF-SUFFICIENCY REQUIRE-  
5 MENTS.—

6 (1) PLAN REQUIRED.—Section 24101(d) is  
7 amended—

8 (A) by striking “plan to operate within the  
9 funding levels authorized by section 24104 of  
10 this chapter, including budgetary goals for fis-  
11 cal years 1998 through 2002.” and inserting  
12 “plan, consistent with section 204 of the Pas-  
13 senger Rail Investment and Improvement Act of  
14 2008, including the budgetary goals for fiscal  
15 years 2009 through 2013.”; and

16 (B) by striking the last sentence and in-  
17 serting “Amtrak and its Board of Directors  
18 shall adopt a long-term plan that minimizes the  
19 need for Federal operating subsidies.”.

20 (2) AMTRAK REFORM AND ACCOUNTABILITY  
21 ACT AMENDMENTS.—Title II of the Amtrak Reform  
22 and Accountability Act of 1997 (49 U.S.C. 24101  
23 nt) is amended by striking sections 204 and 205.

24 (b) LEASE ARRANGEMENTS.—Amtrak may obtain  
25 services from the Administrator of General Services, and

1 the Administrator may provide services to Amtrak, under  
2 section 201(b) and 211(b) of the Federal Property and  
3 Administrative Service Act of 1949 (40 U.S.C. 481(b) and  
4 491(b)) for each of fiscal years 2009 through 2013.

5 **SEC. 215. AMTRAK MANAGEMENT ACCOUNTABILITY.**

6 (a) IN GENERAL.—Chapter 243 is amended by in-  
7 serting after section 24309 the following:

8 **“§ 24310. Management accountability**

9 “(a) IN GENERAL.—Three years after the date of en-  
10 actment of the Passenger Rail Investment and Improve-  
11 ment Act of 2008, and 2 years thereafter, the Inspector  
12 General of the Department of Transportation shall com-  
13 plete an overall assessment of the progress made by Am-  
14 trak management and the Department of Transportation  
15 in implementing the provisions of that Act.

16 “(b) ASSESSMENT.—The management assessment  
17 undertaken by the Inspector General may include a review  
18 of—

19 “(1) effectiveness in improving annual financial  
20 planning;

21 “(2) effectiveness in implementing improved fi-  
22 nancial accounting;

23 “(3) efforts to implement minimum train per-  
24 formance standards;

1           “(4) progress maximizing revenues and mini-  
2           mizing Federal subsidies and improving financial re-  
3           sults; and

4           “(5) any other aspect of Amtrak operations the  
5           Inspector General finds appropriate to review.”.

6           (b) CONFORMING AMENDMENT.—The chapter anal-  
7           ysis for chapter 243 is amended by inserting after the item  
8           relating to section 24309 the following:

          “24310. Management accountability.”.

9           **SEC. 216. PASSENGER RAIL STUDY.**

10          (a) IN GENERAL.—The Comptroller General of the  
11          General Accountability Office shall conduct a study to de-  
12          termine the potential cost and benefits of expanding pas-  
13          senger rail service options in underserved communities.

14          (b) SUBMISSION.—Not later than 1 year after the  
15          date of the enactment of this Act, the Comptroller General  
16          shall submit a report containing the results of the study  
17          conducted under this section to—

18                 (1) the Committee on Transportation and In-  
19                 frastructure of the House of Representatives; and

20                 (2) the Committee on Commerce, Science, and  
21                 Transportation of the Senate.

22          **SEC. 217. CONGESTION GRANTS.**

23          (a) AUTHORITY.—The Secretary of Transportation  
24          may make grants to States, or to Amtrak in cooperation  
25          with States, for financing the capital costs of facilities, in-

1 frastructure, and equipment for high priority rail corridor  
2 projects necessary to reduce congestion or facilitate rider-  
3 ship growth in intercity passenger rail transportation.

4 (b) ELIGIBLE PROJECTS.—Projects eligible for  
5 grants under this section include projects—

6 (1) identified by Amtrak as necessary to reduce  
7 congestion or facilitate ridership growth in intercity  
8 passenger rail transportation along heavily traveled  
9 rail corridors; and

10 (2) designated by the Secretary as being suffi-  
11 ciently advanced in development to be capable of  
12 serving the purposes described in subsection (a) on  
13 an expedited schedule.

14 (c) COMPLIANCE WITH ENVIRONMENTAL LAWS.—  
15 The Secretary shall not make a grant under this section  
16 for a project without adequate assurances that the project  
17 will be completed in full compliance with all applicable  
18 Federal and State environmental laws and regulations.

19 (d) FEDERAL SHARE.—The Federal share of the cost  
20 of a project financed under this section shall not exceed  
21 80 percent.

22 (e) EMPLOYEE PROTECTION.—The recipient of a  
23 grant under this section shall agree to comply with the  
24 standards of section 24312 of title 49, United States  
25 Code, as such section was in effect on September 1, 2003,

1 with respect to the project in the same manner that the  
2 National Railroad Passenger Corporation is required to  
3 comply with those standards for construction work fi-  
4 nanced under an agreement made under section 24308(a)  
5 of such title.

6 **SEC. 218. PLAN FOR RESTORATION OF SERVICE.**

7 (a) IN GENERAL.—Not later than 9 months after the  
8 date of enactment of this Act, Amtrak shall transmit to  
9 the Committee on Transportation and Infrastructure of  
10 the House of Representatives and the Committee on Com-  
11 merce, Science, and Transportation of the Senate a plan  
12 for restoring passenger rail service between New Orleans,  
13 Louisiana, and Sanford, Florida. The plan shall include  
14 a projected timeline for restoring such service, the costs  
15 associated with restoring such service, and any proposals  
16 for legislation necessary to support such restoration of  
17 service. In developing the plan, Amtrak shall consult with  
18 representatives from the States of Louisiana, Alabama,  
19 Mississippi, and Florida, railroad carriers whose tracks  
20 may be used for such service, rail passengers, rail labor,  
21 and other entities as appropriate.

22 (b) AUTHORIZATION OF APPROPRIATIONS.—There  
23 are authorized to be appropriated to the Secretary of  
24 Transportation to enable Amtrak to conduct the study  
25 under this subsection \$1,000,000.

1 **SEC. 219. LOCOMOTIVE BIOFUEL STUDY.**

2 (a) IN GENERAL.—The Administrator of the Federal  
3 Railroad Administration, in consultation with the Sec-  
4 retary of Energy and the Administrator of the Environ-  
5 mental Protection Agency, shall conduct a study to deter-  
6 mine the extent to which freight and passenger rail opera-  
7 tors could use biofuel blends to power its locomotive fleet  
8 and other vehicles that operate on rail tracks.

9 (b) DEFINITION.—For purposes of this section, the  
10 term “biofuel” means a fuel that utilizes renewable re-  
11 sources and is composed substantially of a renewable re-  
12 source blended with ethanol, methanol, or other additive.

13 (c) FACTORS.—In conducting the study, the Federal  
14 Railroad Administration shall consider—

15 (1) the energy intensity of various biofuel  
16 blends compared to diesel fuel;

17 (2) the emission benefits of using various  
18 biofuel blends compared to locomotive diesel fuel;

19 (3) the cost of purchasing biofuel blends;

20 (4) the public benefits derived from the use of  
21 such fuels; and

22 (5) the effect of biofuel use on relevant loco-  
23 motive and other vehicle performance.

24 (d) LOCOMOTIVE TESTING.—As part of the study,  
25 the Federal Railroad Administration shall test locomotive  
26 engine performance and emissions using blends of biofuel

1 and diesel fuel in order to recommend a premium loco-  
2 motive biofuel blend.

3 (e) REPORT.—Not later than 1 year after the date  
4 of enactment of this Act, the Federal Railroad Adminis-  
5 tration shall issue the results of this study to the Com-  
6 mittee on Transportation and Infrastructure of the House  
7 of Representatives and the Committee on Commerce,  
8 Science, and Transportation of the Senate.

9 (f) AUTHORIZATION OF APPROPRIATIONS.—There  
10 are authorized to be appropriated to the Secretary of  
11 Transportation \$1,000,000 to carry out this section, to  
12 remain available until expended.

13 **SEC. 220. STUDY OF THE USE OF BIOBASED LUBRICANTS.**

14 Not later than 180 days after the date of enactment  
15 of this Act, the Federal Railroad Administration shall  
16 transmit to the Committee on Transportation and Infra-  
17 structure of the House of Representatives and the Com-  
18 mittee on Commerce, Science, and Transportation of the  
19 Senate a report containing the results of a study of the  
20 feasibility of using readily biodegradable lubricants by  
21 freight and passenger railroads. The Federal Railroad Ad-  
22 ministration shall work with an agricultural-based lubri-  
23 cant testing facility or facilities to complete this study.  
24 The study shall include—

1 (1) an analysis of the potential use of soy-based  
2 grease and soy-based hydraulic fluids to perform ac-  
3 cording to railroad industry standards;

4 (2) an analysis of the potential use of other  
5 readily biodegradable lubricants to perform accord-  
6 ing to railroad industry standards;

7 (3) a comparison of the health and safety of pe-  
8 troleum-based lubricants with biobased lubricants,  
9 which shall include an analysis of fire safety; and

10 (4) a comparison of the environmental impact  
11 of petroleum-based lubricants with biobased lubri-  
12 cants, which shall include rate and effects of  
13 biodegradability.

14 **SEC. 221. APPLICABILITY OF BUY AMERICAN ACT.**

15 Section 24305(f) is amended to read as follows:

16 “(f) APPLICABILITY OF BUY AMERICAN ACT.—Am-  
17 trak shall be subject to the Buy American Act (41 U.S.C.  
18 10a–d) and the regulations thereunder, for purchases of  
19 \$100,000 or more.”.

20 **SEC. 222. INTERCITY PASSENGER RAIL SERVICE PERFORM-**  
21 **ANCE.**

22 (a) DEVELOPMENT OF EVALUATION METRICS.—Not  
23 later than 6 months after the date of enactment of this  
24 Act, the Inspector General of the Department of Trans-  
25 portation shall, using the financial and performance

1 metrics developed under section 207, develop metrics for  
2 the evaluation of the performance and service quality of  
3 intercity passenger rail services including cost recovery,  
4 on-time performance and minutes of delay, ridership, on-  
5 board services, maintenance of facilities and equipment,  
6 and other services.

7 (b) IDENTIFICATION OF WORST PERFORMING  
8 ROUTES.—On the basis of these metrics, the Inspector  
9 General shall identify the five worst performing Amtrak  
10 routes.

11 (c) ALTERNATIVE ROUTES.—The Inspector General  
12 shall also establish criteria for evaluating routes not cur-  
13 rently served by Amtrak which might be able to support  
14 passenger rail service at a reasonable cost.

15 (d) REPORT TO CONGRESS.—The Inspector General  
16 shall submit a report to the Committee on Transportation  
17 and Infrastructure of the House of Representatives and  
18 the Committee on Commerce, Science, and Transportation  
19 of the Senate recommending a process for the Department  
20 of Transportation to consider proposals by Amtrak and  
21 others to serve underperforming routes, and routes not  
22 currently served by Amtrak. The proposals shall require  
23 that applicants follow grant requirements of section 504.  
24 The Inspector General shall recommend one route not cur-  
25 rently served by Amtrak and two routes (from among the

1 five worst routes identified under subsection (b)) currently  
2 served by Amtrak, for the Department of Transportation  
3 to consider under the selection process.

4 (e) IMPLEMENTATION.—The Secretary shall not im-  
5 plement the selection process recommended by the Inspec-  
6 tor General under subsection (d) until legislation has been  
7 enacted authorizing the Secretary to take such action.

8 **SEC. 223. AMTRAK INSPECTOR GENERAL UTILIZATION**  
9 **STUDY.**

10 Not later than 9 months after the date of enactment  
11 of this Act, the Amtrak Inspector General shall transmit  
12 to the Committee on Transportation and Infrastructure  
13 of the House of Representatives and the Committee on  
14 Commerce, Science, and Transportation of the Senate a  
15 report on Amtrak's utilization of its facilities, including  
16 the Beech Grove Repair facility in Indiana. The report  
17 shall include an examination of Amtrak's utilization of its  
18 existing facilities to determine the extent Amtrak is maxi-  
19 mizing the opportunities for each facility, including any  
20 attempts to provide maintenance and repair to other rail  
21 carriers. In developing this report, the Amtrak Inspector  
22 General shall consult with other railroad carriers as it  
23 deems appropriate.

1 **SEC. 224. AMTRAK SERVICE PREFERENCE STUDY.**

2 Not later than 6 months after the date of enactment  
3 of this Act, the Surface Transportation Board shall trans-  
4 mit to the Congress a report containing—

5 (1) the findings of a study of the effectiveness  
6 of the implementation of section 24308(c) of title  
7 49, United States Code, in ensuring the preference  
8 of Amtrak service over freight transportation service;  
9 and

10 (2) recommendations with respect to any regu-  
11 latory or legislative actions that would improve such  
12 effectiveness.

13 **SEC. 225. HISTORIC PRESERVATION AND RAILROAD SAFE-**  
14 **TY.**

15 (a) **STUDY; OTHER ACTIONS.**—The Secretary of  
16 Transportation shall—

17 (1) conduct a study, in consultation with the  
18 Advisory Council on Historic Preservation, the Na-  
19 tional Conference of State Historic Preservation Of-  
20 ficers, the Department of the Interior, appropriate  
21 representatives of the railroad industry, and rep-  
22 resentative stakeholders, on ways to streamline com-  
23 pliance with the requirements of section 303 of title  
24 49, United States Code, and section 106 of the Na-  
25 tional Historic Preservation Act (16 U.S.C. 470f)

1 for federally funded railroad infrastructure repair  
2 and improvement projects;

3 (2) take immediate action to cooperate with the  
4 Alaska Railroad, the Alaska State Historic Preserva-  
5 tion Office, the Advisory Council on Historic Preser-  
6 vation, and the Department of the Interior, in expe-  
7 diting the decisionmaking process for safety-related  
8 projects of the railroad involving property and facili-  
9 ties that have disputed historic significance; and

10 (3) take immediate action to cooperate with the  
11 North Carolina Department of Transportation, the  
12 North Carolina State Historic Preservation Office,  
13 the Virginia State Historic Preservation Office, the  
14 Advisory Council on Historic Preservation, and the  
15 Department of the Interior, in expediting the deci-  
16 sionmaking process for safety-related projects of the  
17 railroad and the Southeast High Speed Rail Cor-  
18 ridor involving property and facilities that have dis-  
19 puted historic significance.

20 (b) REPORT.—Not later than 1 year after the date  
21 of enactment of this Act, the Secretary shall submit, to  
22 the Committee on Transportation and Infrastructure of  
23 the House of Representatives and the Committee on Com-  
24 merce, Science, and Transportation of the Senate, a report  
25 on the results of the study conducted under subsection

1 (a)(1) and the actions directed under subsection (a)(2)  
2 and (3). The report shall include recommendations for any  
3 regulatory or legislative amendments that may streamline  
4 compliance with the requirements described in subsection  
5 (a)(1) in a manner consistent with railroad safety and the  
6 policies and purposes of section 106 of the National His-  
7 toric Preservation Act (16 U.S.C. 470f), section 303 of  
8 title 49, United States Code, and section 8(d) of Public  
9 Law 90–543 (16 U.S.C. 1247(d)).

10 **SEC. 226. COMMUTER RAIL EXPANSION.**

11 (a) FINDINGS.—The Congress find the following:

12 (1) In 2006, Americans took 10,100,000,000  
13 trips on public transportation for the first time since  
14 1949.

15 (2) The Northeast region is one of the Nation’s  
16 largest emerging transportation “megaregions”  
17 where infrastructure expansion and improvements  
18 are most needed.

19 (3) New England’s road traffic has increased  
20 two to three times faster than its population since  
21 1990.

22 (4) Connecticut has one of the Nation’s longest  
23 average commute times according to the United  
24 States Census Bureau, and 80 percent of Con-  
25 necticut commuters drive by themselves to work,

1 demonstrating the need for expanded commuter rail  
2 access.

3 (5) The Connecticut Department of Transpor-  
4 tation has pledged to modernize, repair, and  
5 strengthen the rail line infrastructure to provide for  
6 increased safety and security along a crucial trans-  
7 portation corridor in the Northeast.

8 (6) Expanded New Haven-Springfield rail serv-  
9 ice would improve access to Bradley International  
10 Airport, one the region's busiest airports, as well as  
11 to Hartford, Connecticut, and Springfield, Massa-  
12 chusetts, two of the region's commercial, residential,  
13 and industrial centers.

14 (7) Expanded commuter rail service on the New  
15 Haven-Springfield line will result in an estimated  
16 630,000 additional trips per year and 2,215,384  
17 passenger miles per year, helping to curb pollution  
18 and greenhouse gas production that vehicle traffic  
19 would otherwise produce.

20 (8) The MetroNorth New Haven Line and  
21 Shore Line East railways saw respective 3.43 per-  
22 cent and 4.93 percent increases in ridership over the  
23 course of 2007, demonstrating the need for ex-  
24 panded commuter rail service in Connecticut.

1           (9) Expanded New Haven-Springfield com-  
2           muter rail service will provide transportation nearly  
3           17 times more efficient in terms of average mileage  
4           versus road vehicles, alleviating road congestion and  
5           providing a significant savings to consumers during  
6           a time of high gas prices.

7           (b) SENSE OF CONGRESS.—It is the Sense of the  
8           Congress that expanded commuter rail service on the rail  
9           line between New Haven, Connecticut, and Springfield,  
10          Massachusetts, is an important transportation priority,  
11          and Amtrak should work cooperatively with the States of  
12          Connecticut and Massachusetts to enable expanded com-  
13          muter rail service on such line.

14          (c) INFRASTRUCTURE MAINTENANCE REPORT.—Am-  
15          trak shall submit a report to Congress and the State De-  
16          partments of Transportation of Connecticut and Massa-  
17          chusetts on the total cost of uncompleted infrastructure  
18          maintenance on the rail line between New Haven, Con-  
19          necticut, and Springfield, Massachusetts.

20          **SEC. 227. SERVICE EVALUATION.**

21          Not later than 1 year after the date of enactment  
22          of this Act, Amtrak shall transmit to the Committee on  
23          Transportation and Infrastructure of the House of Rep-  
24          resentatives and the Committee on Commerce, Science,  
25          and Transportation of the Senate a report containing the

1 results of an evaluation of passenger rail service between  
 2 Cornwells Heights, PA, and New York City, NY, and be-  
 3 tween Princeton Junction, NJ, and New York City, NY,  
 4 to determine whether to expand passenger rail service by  
 5 increasing the frequency of stops or reducing commuter  
 6 ticket prices for this route.

7 **TITLE III—INTERCITY**  
 8 **PASSENGER RAIL POLICY**

9 **SEC. 301. CAPITAL ASSISTANCE FOR INTERCITY PAS-**  
 10 **SENGER RAIL SERVICE; STATE RAIL PLANS.**

11 (a) IN GENERAL.—Part C of subtitle V is amended  
 12 by inserting the following after chapter 243:

13 **“CHAPTER 244—INTERCITY PASSENGER**  
 14 **RAIL SERVICE CORRIDOR CAPITAL AS-**  
 15 **SISTANCE**

“Sec.

“24401. Definitions.

“24402. Capital investment grants to support intercity passenger rail service.

“24403. Project management oversight.

“24404. Use of capital grants to finance first-dollar liability of grant project.

“24405. Grant conditions.

16 **“§ 24401. Definitions**

17 “In this chapter:

18 “(1) APPLICANT.—The term ‘applicant’ means  
 19 a State (including the District of Columbia), a group  
 20 of States, an Interstate Compact, or a public agency  
 21 established by one or more States and having re-

1       sponsibility for providing intercity passenger rail  
2       service.

3               “(2) CAPITAL PROJECT.—The term ‘capital  
4       project’ means a project or program in a State rail  
5       plan developed under chapter 225 of this title for—

6               “(A) acquiring, constructing, improving, or  
7       inspecting equipment, track and track struc-  
8       tures, or a facility for use in or for the primary  
9       benefit of intercity passenger rail service, ex-  
10      penses incidental to the acquisition or construc-  
11      tion (including designing, engineering, location  
12      surveying, mapping, environmental studies, and  
13      acquiring rights-of-way), payments for the cap-  
14      ital portions of rail trackage rights agreements,  
15      highway-rail grade crossing improvements re-  
16      lated to intercity passenger rail service, miti-  
17      gating environmental impacts, communication  
18      and signalization improvements, relocation as-  
19      sistance, acquiring replacement housing sites,  
20      and acquiring, constructing, relocating, and re-  
21      habilitating replacement housing;

22              “(B) rehabilitating, remanufacturing or  
23      overhauling rail rolling stock and facilities used  
24      primarily in intercity passenger rail service;

1           “(C) costs associated with developing State  
2 rail plans; and

3           “(D) the first-dollar liability costs for in-  
4 surance related to the provision of intercity pas-  
5 senger rail service under section 24404.

6           “(3) INTERCITY PASSENGER RAIL SERVICE.—  
7 The term ‘intercity passenger rail service’ means  
8 transportation services with the primary purpose of  
9 passenger transportation between towns, cities and  
10 metropolitan areas by rail, including high-speed rail,  
11 as defined in section 24102 of this title.

12 **“§ 24402. Capital investment grants to support inter-**  
13 **city passenger rail service**

14           “(a) GENERAL AUTHORITY.—

15           “(1) The Secretary of Transportation may  
16 make grants under this section to an applicant to  
17 assist in financing the capital costs of facilities, in-  
18 frastructure, and equipment necessary to provide or  
19 improve intercity passenger rail transportation.

20           “(2) The Secretary shall require that a grant  
21 under this section be subject to the terms, condi-  
22 tions, requirements, and provisions the Secretary de-  
23 cides are necessary or appropriate for the purposes  
24 of this section, including requirements for the dis-  
25 position of net increases in value of real property re-

1 sulting from the project assisted under this section  
2 and shall prescribe procedures and schedules for the  
3 awarding of grants under this title, including appli-  
4 cation and qualification procedures and a record of  
5 decision on applicant eligibility. The Secretary shall  
6 issue a final rule establishing such procedures not  
7 later than 90 days after the date of enactment of  
8 the Passenger Rail Investment and Improvement  
9 Act of 2008.

10 “(b) PROJECT AS PART OF STATE RAIL PLAN.—

11 “(1) The Secretary may not approve a grant for  
12 a project under this section unless the Secretary  
13 finds that the project is part of a State rail plan de-  
14 veloped under chapter 225 of this title, or under the  
15 plan required by section 302 of the Passenger Rail  
16 Investment and Improvement Act of 2008, and that  
17 the applicant or recipient has or will have the legal,  
18 financial, and technical capacity to carry out the  
19 project, satisfactory continuing control over the use  
20 of the equipment or facilities, and the capability and  
21 willingness to maintain the equipment or facilities.

22 “(2) An applicant shall provide sufficient infor-  
23 mation upon which the Secretary can make the find-  
24 ings required by this subsection.

1           “(3) If an applicant has not selected the pro-  
2           posed operator of its service competitively, the appli-  
3           cant shall provide written justification to the Sec-  
4           retary showing why the proposed operator is the  
5           best, taking into account price and other factors,  
6           and that use of the proposed operator will not un-  
7           necessarily increase the cost of the project.

8           “(c) PROJECT SELECTION CRITERIA.—The Sec-  
9           retary, in selecting the recipients of financial assistance  
10          to be provided under subsection (a), shall—

11           “(1) require that each proposed project meet all  
12          safety requirements that are applicable to the  
13          project under law;

14           “(2) give preference to projects with high levels  
15          of estimated ridership, increased on-time perform-  
16          ance, reduced trip time, additional service frequency  
17          to meet anticipated or existing demand, or other sig-  
18          nificant service enhancements as measured against  
19          minimum standards developed under section 207 of  
20          the Passenger Rail Investment and Improvement  
21          Act of 2008;

22           “(3) encourage intermodal connectivity through  
23          projects that provide direct connections between  
24          train stations, airports, bus terminals, subway sta-

1 tions, ferry ports, and other modes of transpor-  
2 tation;

3 “(4) ensure that each project is compatible  
4 with, and is operated in conformance with—

5 “(A) plans developed pursuant to the re-  
6 quirements of section 135 of title 23, United  
7 States Code; and

8 “(B) the national rail plan (if it is avail-  
9 able); and

10 “(5) favor the following kinds of projects:

11 “(A) Projects that are expected to have a  
12 significant favorable impact on air or highway  
13 traffic congestion, capacity, or safety.

14 “(B) Projects that improve freight or com-  
15 muter rail operations.

16 “(C) Projects that have significant envi-  
17 ronmental benefits, including projects that in-  
18 volve the purchase of environmentally sensitive,  
19 fuel-efficient, and cost-effective passenger rail  
20 equipment.

21 “(D) Projects that are—

22 “(i) at a stage of preparation that all  
23 pre-commencement compliance with envi-  
24 ronmental protection requirements has al-  
25 ready been completed; and

1                   “(ii) ready to be commenced.

2                   “(E) Projects with positive economic and  
3 employment impacts.

4                   “(F) Projects that encourage the use of  
5 positive train control technologies.

6                   “(G) Projects that have commitments of  
7 funding from non-Federal Government sources  
8 in a total amount that exceeds the minimum  
9 amount of the non-Federal contribution re-  
10 quired for the project.

11                   “(H) Projects that involve donated prop-  
12 erty interests or services.

13                   “(I) Projects that are identified by the  
14 Surface Transportation Board as necessary to  
15 improve the on time performance and reliability  
16 of intercity passenger rail under section  
17 24308(f).

18                   “(J) Projects described in section  
19 5302(a)(1)(G) of this title that are designed to  
20 support intercity passenger rail service.

21                   “(K) Projects that encourage intermodal  
22 connectivity, create significant opportunity for  
23 State and private contributions toward station  
24 development, are energy and environmentally  
25 efficient, and have economic benefits.

1       “(d) AMTRAK ELIGIBILITY.—To receive a grant  
2 under this section, the National Railroad Passenger Cor-  
3 poration may enter into a cooperative agreement with 1  
4 or more States to carry out 1 or more projects on a State  
5 rail plan’s ranked list of rail capital projects developed  
6 under section 22504(a)(5) of this title.

7       “(e) LETTERS OF INTENT, FULL FUNDING GRANT  
8 AGREEMENTS, AND EARLY SYSTEMS WORK AGREE-  
9 MENTS.—

10           “(1)(A) The Secretary may issue a letter of in-  
11 tent to an applicant announcing an intention to obli-  
12 gate, for a major capital project under this section,  
13 an amount from future available budget authority  
14 specified in law that is not more than the amount  
15 stipulated as the financial participation of the Sec-  
16 retary in the project.

17           “(B) At least 30 days before issuing a letter  
18 under subparagraph (A) of this paragraph or enter-  
19 ing into a full funding grant agreement, the Sec-  
20 retary shall notify in writing the Committee on  
21 Transportation and Infrastructure of the House of  
22 Representatives and the Committee on Commerce,  
23 Science, and Transportation of the Senate and the  
24 House and Senate Committees on Appropriations of  
25 the proposed letter or agreement. The Secretary

1 shall include with the notification a copy of the pro-  
2 posed letter or agreement as well as the evaluations  
3 and ratings for the project.

4 “(C) An obligation or administrative commit-  
5 ment may be made only when amounts are appro-  
6 priated.

7 “(2)(A) The Secretary may make a full funding  
8 grant agreement with an applicant. The agreement  
9 shall—

10 “(i) establish the terms of participation by  
11 the United States Government in a project  
12 under this section;

13 “(ii) establish the maximum amount of  
14 Government financial assistance for the project;

15 “(iii) cover the period of time for com-  
16 pleting the project, including a period extending  
17 beyond the period of an authorization; and

18 “(iv) make timely and efficient manage-  
19 ment of the project easier according to the law  
20 of the United States.

21 “(B) An agreement under this paragraph obli-  
22 gates an amount of available budget authority speci-  
23 fied in law and may include a commitment, contin-  
24 gent on amounts to be specified in law in advance  
25 for commitments under this paragraph, to obligate

1 an additional amount from future available budget  
2 authority specified in law. The agreement shall state  
3 that the contingent commitment is not an obligation  
4 of the Government and is subject to the availability  
5 of appropriations made by Federal law and to Fed-  
6 eral laws in force on or enacted after the date of the  
7 contingent commitment. Interest and other financing  
8 costs of efficiently carrying out a part of the project  
9 within a reasonable time are a cost of carrying out  
10 the project under a full funding grant agreement,  
11 except that eligible costs may not be more than the  
12 cost of the most favorable financing terms reason-  
13 ably available for the project at the time of bor-  
14 rowing. The applicant shall certify, in a way satis-  
15 factory to the Secretary, that the applicant has  
16 shown reasonable diligence in seeking the most fa-  
17 vorable financing terms.

18 “(3)(A) The Secretary may make an early sys-  
19 tems work agreement with an applicant if a record  
20 of decision under the National Environmental Policy  
21 Act of 1969 (42 U.S.C. 4321 et seq.) has been  
22 issued on the project and the Secretary finds there  
23 is reason to believe—

24 “(i) a full funding grant agreement for the  
25 project will be made; and

1           “(ii) the terms of the work agreement will  
2           promote ultimate completion of the project  
3           more rapidly and at less cost.

4           “(B) A work agreement under this paragraph  
5           obligates an amount of available budget authority  
6           specified in law and shall provide for reimbursement  
7           of preliminary costs of carrying out the project, in-  
8           cluding land acquisition, timely procurement of sys-  
9           tem elements for which specifications are decided,  
10          and other activities the Secretary decides are appro-  
11          priate to make efficient, long-term project manage-  
12          ment easier. A work agreement shall cover the pe-  
13          riod of time the Secretary considers appropriate.  
14          The period may extend beyond the period of current  
15          authorization. Interest and other financing costs of  
16          efficiently carrying out the work agreement within a  
17          reasonable time are a cost of carrying out the agree-  
18          ment, except that eligible costs may not be more  
19          than the cost of the most favorable financing terms  
20          reasonably available for the project at the time of  
21          borrowing. The applicant shall certify, in a way sat-  
22          isfactory to the Secretary, that the applicant has  
23          shown reasonable diligence in seeking the most fa-  
24          vorable financing terms. If an applicant does not  
25          carry out the project for reasons within the control

1 of the applicant, the applicant shall repay all Gov-  
2 ernment payments made under the work agreement  
3 plus reasonable interest and penalty charges the  
4 Secretary establishes in the agreement.

5 “(4) The total estimated amount of future obli-  
6 gations of the Government and contingent commit-  
7 ments to incur obligations covered by all outstanding  
8 letters of intent, full funding grant agreements, and  
9 early systems work agreements may be not more  
10 than the amount authorized under section 101(d) of  
11 the Passenger Rail Investment and Improvement  
12 Act of 2008, less an amount the Secretary reason-  
13 ably estimates is necessary for grants under this sec-  
14 tion not covered by a letter. The total amount cov-  
15 ered by new letters and contingent commitments in-  
16 cluded in full funding grant agreements and early  
17 systems work agreements may be not more than a  
18 limitation specified in law.

19 “(f) FEDERAL SHARE OF NET PROJECT COST.—

20 “(1)(A) Based on engineering studies, studies  
21 of economic feasibility, and information on the ex-  
22 pected use of equipment or facilities, the Secretary  
23 shall estimate the net project cost.

24 “(B) A grant for the project shall not exceed 80  
25 percent of the project net capital cost.

1           “(C) The Secretary shall give priority in allo-  
2           cating future obligations and contingent commit-  
3           ments to incur obligations to grant requests seeking  
4           a lower Federal share of the project net capital cost.

5           “(2) Up to an additional 20 percent of the re-  
6           quired non-Federal funds may be funded from  
7           amounts appropriated to or made available to a de-  
8           partment or agency of the Federal Government that  
9           are eligible to be expended for transportation.

10           “(3) 50 percent of the average amounts ex-  
11           pended by a State or group of States (including the  
12           District of Columbia) for capital projects to benefit  
13           intercity passenger rail service and operating costs  
14           in fiscal years 2002, 2003, 2004, 2005, 2006, 2007,  
15           and 2008 shall be credited towards the matching re-  
16           quirements for grants awarded in fiscal years 2009,  
17           2010, and 2011 under this section. The Secretary  
18           may require such information as necessary to verify  
19           such expenditures.

20           “(4) 50 percent of the average amounts ex-  
21           pended by a State or group of States (including the  
22           District of Columbia) in a fiscal year, beginning in  
23           fiscal year 2007, for capital projects to benefit inter-  
24           city passenger rail service or for the operating costs  
25           of such service above the average capital and oper-

1       ating expenditures made for such service in fiscal  
2       years 2004, 2005, 2006, 2007, and 2008 shall be  
3       credited towards the matching requirements for  
4       grants awarded under this section. The Secretary  
5       may require such information as necessary to verify  
6       such expenditures.

7       “(g) UNDERTAKING PROJECTS IN ADVANCE.—

8               “(1) The Secretary may pay the Federal share  
9       of the net capital project cost to an applicant that  
10      carries out any part of a project described in this  
11      section according to all applicable procedures and re-  
12      quirements if—

13                   “(A) the applicant applies for the payment;

14                   “(B) the Secretary approves the payment;

15                   and

16                   “(C) before carrying out the part of the  
17      project, the Secretary approves the plans and  
18      specifications for the part in the same way as  
19      other projects under this section.

20               “(2) The cost of carrying out part of a project  
21      includes the amount of interest earned and payable  
22      on bonds issued by the applicant to the extent pro-  
23      ceeds of the bonds are expended in carrying out the  
24      part. However, the amount of interest under this  
25      paragraph may not be more than the most favorable

1 interest terms reasonably available for the project at  
2 the time of borrowing. The applicant shall certify, in  
3 a manner satisfactory to the Secretary, that the ap-  
4 plicant has shown reasonable diligence in seeking the  
5 most favorable financial terms.

6 “(3) The Secretary shall consider changes in  
7 capital project cost indices when determining the es-  
8 timated cost under paragraph (2) of this subsection.

9 “(h) 2-YEAR AVAILABILITY.—Funds appropriated  
10 under this section shall remain available until expended.  
11 If any amount provided as a grant under this section is  
12 not obligated or expended for the purposes described in  
13 subsection (a) within 2 years after the date on which the  
14 State received the grant, such sums shall be returned to  
15 the Secretary for other intercity passenger rail develop-  
16 ment projects under this section at the discretion of the  
17 Secretary.

18 “(i) SPECIAL TRANSPORTATION CIRCUMSTANCES.—  
19 In carrying out this section, the Secretary shall allocate  
20 an appropriate portion of the amounts available under this  
21 section to provide grants to States—

22 “(1) in which there is no intercity passenger  
23 rail service for the purpose of funding freight rail  
24 capital projects that are on a State rail plan devel-  
25 oped under chapter 225 of this title that provide

1 public benefits (as defined in chapter 225) as deter-  
2 mined by the Secretary; or

3 “(2) in which the rail transportation system is  
4 not physically connected to rail systems in the conti-  
5 nental United States or may not otherwise qualify  
6 for a grant under this section due to the unique  
7 characteristics of the geography of that State or  
8 other relevant considerations, for the purpose of  
9 funding transportation-related capital projects.

10 “(j) SMALL CAPITAL PROJECTS.—The Secretary  
11 shall make available \$10,000,000 annually from the  
12 amounts authorized under section 101(d) of the Passenger  
13 Rail Investment and Improvement Act of 2008 beginning  
14 in fiscal year 2009 for grants for capital projects eligible  
15 under this section not exceeding \$2,000,000, including  
16 costs eligible under section 206(c) of that Act. The Sec-  
17 retary may wave requirements of this section, including  
18 state rail plan requirements, as appropriate.

19 “(k) BICYCLE ACCESS.—Grants under this chapter  
20 may be used to provide bicycle access into rolling stock,  
21 and to provide bicycle racks in trains.

22 **“§ 24403. Project management oversight**

23 “(a) PROJECT MANAGEMENT PLAN REQUIRE-  
24 MENTS.—To receive Federal financial assistance for a  
25 major capital project under this chapter, an applicant

1 must prepare and carry out a project management plan  
2 approved by the Secretary of Transportation. The plan  
3 shall provide for—

4           “(1) adequate recipient staff organization with  
5 well-defined reporting relationships, statements of  
6 functional responsibilities, job descriptions, and job  
7 qualifications;

8           “(2) a budget covering the project management  
9 organization, appropriate consultants, property ac-  
10 quisition, utility relocation, systems demonstration  
11 staff, audits, and miscellaneous payments the recipi-  
12 ent may be prepared to justify;

13           “(3) a construction schedule for the project;

14           “(4) a document control procedure and record-  
15 keeping system;

16           “(5) a change order procedure that includes a  
17 documented, systematic approach to handling the  
18 construction change orders;

19           “(6) organizational structures, management  
20 skills, and staffing levels required throughout the  
21 construction phase;

22           “(7) quality control and quality assurance func-  
23 tions, procedures, and responsibilities for construc-  
24 tion, system installation, and integration of system  
25 components;

1           “(8) material testing policies and procedures;

2           “(9) internal plan implementation and reporting  
3 requirements;

4           “(10) criteria and procedures to be used for  
5 testing the operational system or its major compo-  
6 nents;

7           “(11) periodic updates of the plan, especially  
8 related to project budget and project schedule, fi-  
9 nancing, and ridership estimates; and

10           “(12) the recipient’s commitment to submit a  
11 project budget and project schedule to the Secretary  
12 each month.

13           “(b) SECRETARIAL OVERSIGHT.—

14           “(1) The Secretary may use no more than 0.5  
15 percent of amounts made available in a fiscal year  
16 for capital projects under this chapter to enter into  
17 contracts to oversee the construction of such  
18 projects.

19           “(2) The Secretary may use amounts available  
20 under paragraph (1) of this subsection to make con-  
21 tracts for safety, procurement, management, and fi-  
22 nancial compliance reviews and audits of a recipient  
23 of amounts under paragraph (1).

1           “(3) The Federal Government shall pay the en-  
2           tire cost of carrying out a contract under this sub-  
3           section.

4           “(c) ACCESS TO SITES AND RECORDS.—Each recipi-  
5           ent of assistance under this chapter shall provide the Sec-  
6           retary and a contractor the Secretary chooses under sub-  
7           section (c) of this section with access to the construction  
8           sites and records of the recipient when reasonably nec-  
9           essary.

10       **“§ 24404. Use of capital grants to finance first-dollar**  
11                               **liability of grant project**

12           “Notwithstanding the requirements of section 24402  
13           of this chapter, the Secretary of Transportation may ap-  
14           prove the use of capital assistance under this chapter to  
15           fund self-insured retention of risk for the first tier of li-  
16           ability insurance coverage for rail passenger service associ-  
17           ated with the capital assistance grant, but the coverage  
18           may not exceed \$20,000,000 per occurrence or  
19           \$20,000,000 in aggregate per year.

20       **“§ 24405. Grant conditions**

21           “(a) DOMESTIC BUYING PREFERENCE.—

22                       “(1) REQUIREMENT.—

23                               “(A) IN GENERAL.—In carrying out a  
24                       project funded in whole or in part with a grant

1 under this title, the grant recipient shall pur-  
2 chase only—

3 “(i) unmanufactured articles, mate-  
4 rial, and supplies mined or produced in the  
5 United States; or

6 “(ii) manufactured articles, material,  
7 and supplies manufactured in the United  
8 States substantially from articles, material,  
9 and supplies mined, produced, or manufac-  
10 tured in the United States.

11 “(B) DE MINIMIS AMOUNT.—Subpara-  
12 graph (A) applies only to a purchase in an total  
13 amount that is not less than \$1,000,000.

14 “(2) EXEMPTIONS.—On application of a recipi-  
15 ent, the Secretary may exempt a recipient from the  
16 requirements of this subsection if the Secretary de-  
17 cides that, for particular articles, material, or sup-  
18 plies—

19 “(A) such requirements are inconsistent  
20 with the public interest;

21 “(B) the cost of imposing the requirements  
22 is unreasonable; or

23 “(C) the articles, material, or supplies, or  
24 the articles, material, or supplies from which  
25 they are manufactured, are not mined, pro-

1           duced, or manufactured in the United States in  
2           sufficient and reasonably available commercial  
3           quantities and are not of a satisfactory quality.

4           “(3) UNITED STATES DEFINED.—In this sub-  
5           section, the term ‘the United States’ means the  
6           States, territories, and possessions of the United  
7           States and the District of Columbia.

8           “(b) OPERATORS DEEMED RAIL CARRIERS AND EM-  
9           PLOYERS FOR CERTAIN PURPOSES.—A person that con-  
10          ducts rail operations over rail infrastructure constructed  
11          or improved with funding provided in whole or in part in  
12          a grant made under this title shall be considered a rail  
13          carrier as defined in section 10102(5) of this title for pur-  
14          poses of this title and any other statute that adopts that  
15          definition or in which that definition applies, including—

16                 “(1) the Railroad Retirement Act of 1974 (45  
17                 U.S.C. 231 et seq.);

18                 “(2) the Railway Labor Act (43 U.S.C. 151 et  
19                 seq.); and

20                 “(3) the Railroad Unemployment Insurance Act  
21                 (45 U.S.C. 351 et seq.).

22          “(c) GRANT CONDITIONS.—The Secretary shall re-  
23          quire as a condition of making any grant under this title  
24          for a project that uses rights-of-way owned by a railroad  
25          that—

1           “(1) a written agreement exist between the ap-  
2           plicant and the railroad regarding such use and  
3           ownership, including—

4                   “(A) any compensation for such use;

5                   “(B) assurances regarding the adequacy of  
6           infrastructure capacity to accommodate both  
7           existing and future freight and passenger oper-  
8           ations;

9                   “(C) an assurance by the railroad that col-  
10          lective bargaining agreements with the rail-  
11          road’s employees (including terms regulating  
12          the contracting of work) will remain in full  
13          force and effect according to their terms for  
14          work performed by the railroad on the railroad  
15          transportation corridor; and

16                  “(D) an assurance that an applicant com-  
17          plies with liability requirements consistent with  
18          section 28103 of this title; and

19          “(2) the applicant agrees to comply with—

20                  “(A) the standards of section 24312 of this  
21          title, as such section was in effect on September  
22          1, 2003, with respect to the project in the same  
23          manner that the National Railroad Passenger  
24          Corporation is required to comply with those  
25          standards for construction work financed under

1 an agreement made under section 24308(a) of  
2 this title; and

3 “(B) the protective arrangements estab-  
4 lished under section 504 of the Railroad Revi-  
5 talization and Regulatory Reform Act of 1976  
6 (45 U.S.C. 836) with respect to employees af-  
7 fected by actions taken in connection with the  
8 project to be financed in whole or in part by  
9 grants under this chapter.

10 “(d) REPLACEMENT OF EXISTING INTERCITY PAS-  
11 Senger Rail Service.—

12 “(1) COLLECTIVE BARGAINING AGREEMENT  
13 FOR INTERCITY PASSENGER RAIL PROJECTS.—Any  
14 entity providing intercity passenger railroad trans-  
15 portation that begins operations after the date of en-  
16 actment of this Act on a project funded in whole or  
17 in part by grants made under this title and replaces  
18 intercity rail passenger service that was provided by  
19 Amtrak, unless such service was provided solely by  
20 Amtrak to another entity, as of such date shall enter  
21 into an agreement with the authorized bargaining  
22 agent or agents for adversely affected employees of  
23 the predecessor provider that—

24 “(A) gives each such qualified employee of  
25 the predecessor provider priority in hiring ac-

1 cording to the employee's seniority on the pred-  
2 ecessor provider for each position with the re-  
3 placing entity that is in the employee's craft or  
4 class and is available within 3 years after the  
5 termination of the service being replaced;

6 "(B) establishes a procedure for notifying  
7 such an employee of such positions;

8 "(C) establishes a procedure for such an  
9 employee to apply for such positions; and

10 "(D) establishes rates of pay, rules, and  
11 working conditions.

12 "(2) IMMEDIATE REPLACEMENT SERVICE.—

13 "(A) NEGOTIATIONS.—If the replacement  
14 of preexisting intercity rail passenger service oc-  
15 curs concurrent with or within a reasonable  
16 time before the commencement of the replacing  
17 entity's rail passenger service, the replacing en-  
18 tity shall give written notice of its plan to re-  
19 place existing rail passenger service to the au-  
20 thorized collective bargaining agent or agents  
21 for the potentially adversely affected employees  
22 of the predecessor provider at least 90 days be-  
23 fore the date on which it plans to commence  
24 service. Within 5 days after the date of receipt  
25 of such written notice, negotiations between the

1 replacing entity and the collective bargaining  
2 agent or agents for the employees of the prede-  
3 cessor provider shall commence for the purpose  
4 of reaching agreement with respect to all mat-  
5 ters set forth in subparagraphs (A) through (D)  
6 of paragraph (1). The negotiations shall con-  
7 tinue for 30 days or until an agreement is  
8 reached, whichever is sooner. If at the end of  
9 30 days the parties have not entered into an  
10 agreement with respect to all such matters, the  
11 unresolved issues shall be submitted for arbitra-  
12 tion in accordance with the procedure set forth  
13 in subparagraph (B).

14 “(B) ARBITRATION.—If an agreement has  
15 not been entered into with respect to all mat-  
16 ters set forth in subparagraphs (A) through (D)  
17 of paragraph (1) as described in subparagraph  
18 (A) of this paragraph, the parties shall select  
19 an arbitrator. If the parties are unable to agree  
20 upon the selection of such arbitrator within 5  
21 days, either or both parties shall notify the Na-  
22 tional Mediation Board, which shall provide a  
23 list of seven arbitrators with experience in arbi-  
24 trating rail labor protection disputes. Within 5  
25 days after such notification, the parties shall al-

1           ternately strike names from the list until only  
2           1 name remains, and that person shall serve as  
3           the neutral arbitrator. Within 45 days after se-  
4           lection of the arbitrator, the arbitrator shall  
5           conduct a hearing on the dispute and shall  
6           render a decision with respect to the unresolved  
7           issues among the matters set forth in subpara-  
8           graphs (A) through (D) of paragraph (1). This  
9           decision shall be final, binding, and conclusive  
10          upon the parties. The salary and expenses of  
11          the arbitrator shall be borne equally by the par-  
12          ties; all other expenses shall be paid by the  
13          party incurring them.

14          “(3) SERVICE COMMENCEMENT.—A replacing  
15          entity under this subsection shall commence service  
16          only after an agreement is entered into with respect  
17          to the matters set forth in subparagraphs (A)  
18          through (D) of paragraph (1) or the decision of the  
19          arbitrator has been rendered.

20          “(4) SUBSEQUENT REPLACEMENT OF SERV-  
21          ICE.—If the replacement of existing rail passenger  
22          service takes place within 3 years after the replacing  
23          entity commences intercity passenger rail service,  
24          the replacing entity and the collective bargaining  
25          agent or agents for the adversely affected employees

1 of the predecessor provider shall enter into an agree-  
 2 ment with respect to the matters set forth in sub-  
 3 paragraphs (A) through (D) of paragraph (1). If the  
 4 parties have not entered into an agreement with re-  
 5 spect to all such matters within 60 days after the  
 6 date on which the replacing entity replaces the pred-  
 7 ecessor provider, the parties shall select an arbi-  
 8 trator using the procedures set forth in paragraph  
 9 (2)(B), who shall, within 20 days after the com-  
 10 mencement of the arbitration, conduct a hearing and  
 11 decide all unresolved issues. This decision shall be  
 12 final, binding, and conclusive upon the parties.

13 “(e) INAPPLICABILITY TO CERTAIN RAIL OPER-  
 14 ATIONS.—Nothing in this section applies to—

15 “(1) the Alaska Railroad or its contractors; or

16 “(2) the National Railroad Passenger Corpora-  
 17 tion’s access rights to railroad rights of way and fa-  
 18 cilities under current law.”.

19 (b) CONFORMING AMENDMENT.—The chapter anal-  
 20 ysis for subtitle V is amended by inserting the following  
 21 after the item relating to chapter 243:

“244. INTERCITY PASSENGER RAIL SERVICE CORRIDOR  
 CAPITAL ASSISTANCE ..... 24401”.

22 **SEC. 302. STATE RAIL PLANS.**

23 (a) IN GENERAL.—Part B of subtitle V is amended  
 24 by adding at the end the following:

1    **“CHAPTER 225—STATE RAIL PLANS AND**  
 2                   **HIGH PRIORITY PROJECTS**

“Sec.

“22501. Definitions.

“22502. Authority.

“22503. Purposes.

“22504. Transparency; coordination; review.

“22505. Content.

“22506. Review.

3    **“§ 22501. Definitions**

4            “In this chapter:

5                    “(1) PRIVATE BENEFIT.—

6                            “(A) IN GENERAL.—The term ‘private  
 7                   benefit’—

8                                    “(i) means a benefit accrued to a per-  
 9                                   son or private entity, other than the Na-  
 10                                   tional Railroad Passenger Corporation,  
 11                                   that directly improves the economic and  
 12                                   competitive condition of that person or en-  
 13                                   tity through improved assets, cost reduc-  
 14                                   tions, service improvements, or any other  
 15                                   means as defined by the Secretary; and

16                                   “(ii) shall be determined on a project-  
 17                                   by-project basis, based upon an agreement  
 18                                   between the parties.

19                                   “(B) CONSULTATION.—The Secretary may  
 20                                   seek the advice of the States and rail carriers  
 21                                   in further defining this term.

22                    “(2) PUBLIC BENEFIT.—

1           “(A) IN GENERAL.—The term ‘public ben-  
2           efit’—

3                   “(i) means a benefit accrued to the  
4                   public in the form of enhanced mobility of  
5                   people or goods, environmental protection  
6                   or enhancement, congestion mitigation, en-  
7                   hanced trade and economic development,  
8                   improved air quality or land use, more effi-  
9                   cient energy use, enhanced public safety,  
10                  reduction of public expenditures due to im-  
11                  proved transportation efficiency or infra-  
12                  structure preservation, and any other posi-  
13                  tive community effects as defined by the  
14                  Secretary; and

15                   “(ii) shall be determined on a project-  
16                   by-project basis, based upon an agreement  
17                   between the parties.

18                  “(B) CONSULTATION.—The Secretary may  
19                  seek the advice of the States and rail carriers  
20                  in further defining this term.

21                  “(3) STATE.—The term ‘State’ means any of  
22                  the 50 States and the District of Columbia.

23                  “(4) STATE RAIL TRANSPORTATION AUTHOR-  
24                  ITY.—The term ‘State rail transportation authority’  
25                  means the State agency or official responsible under

1 the direction of the Governor of the State or a State  
2 law for preparation, maintenance, coordination, and  
3 administration of the State rail plan.

4 **“§ 22502. Authority**

5 “(a) IN GENERAL.—Each State may prepare and  
6 maintain a State rail plan in accordance with the provi-  
7 sions of this chapter.

8 “(b) REQUIREMENTS.—For the preparation and peri-  
9 odic revision of a State rail plan, a State shall—

10 “(1) establish or designate a State rail trans-  
11 portation authority to prepare, maintain, coordinate,  
12 and administer the plan;

13 “(2) establish or designate a State rail plan ap-  
14 proval authority to approve the plan;

15 “(3) submit the State’s approved plan to the  
16 Secretary of Transportation for review; and

17 “(4) revise and resubmit a State-approved plan  
18 no less frequently than once every 5 years for re-  
19 approval by the Secretary.

20 **“§ 22503. Purposes**

21 “(a) PURPOSES.—The purposes of a State rail plan  
22 are as follows:

23 “(1) To set forth State policy involving freight  
24 and passenger rail transportation, including com-  
25 muter rail operations, in the State.

1           “(2) To establish the period covered by the  
2 State rail plan.

3           “(3) To present priorities and strategies to en-  
4 hance rail service in the State that benefits the pub-  
5 lic.

6           “(4) To serve as the basis for Federal and  
7 State rail investments within the State.

8           “(b) COORDINATION.—A State rail plan shall be co-  
9 ordinated with other State transportation planning goals  
10 and programs and set forth rail transportation’s role with-  
11 in the State transportation system.

12 **“§ 22504. Transparency; coordination; review**

13           “(a) PREPARATION.—A State shall provide adequate  
14 and reasonable notice and opportunity for comment and  
15 other input to the public, rail carriers, commuter and tran-  
16 sit authorities operating in, or affected by rail operations  
17 within the State, units of local government, and other in-  
18 terested parties in the preparation and review of its State  
19 rail plan.

20           “(b) INTERGOVERNMENTAL COORDINATION.—A  
21 State shall review the freight and passenger rail service  
22 activities and initiatives by regional planning agencies, re-  
23 gional transportation authorities, and municipalities with-  
24 in the State, or in the region in which the State is located,  
25 while preparing the plan, and shall include any rec-

1 ommendations made by such agencies, authorities, and  
2 municipalities as deemed appropriate by the State.

3 **“§ 22505. Content**

4 “(a) IN GENERAL.—Each State rail plan shall con-  
5 tain the following:

6 “(1) An inventory of the existing overall rail  
7 transportation system and rail services and facilities  
8 within the State and an analysis of the role of rail  
9 transportation within the State’s surface transpor-  
10 tation system.

11 “(2) A review of all rail lines within the State,  
12 including proposed high-speed rail corridors and sig-  
13 nificant rail line segments not currently in service.

14 “(3) A statement of the State’s passenger rail  
15 service objectives, including minimum service levels,  
16 for rail transportation routes in the State.

17 “(4) A general analysis of rail’s transportation,  
18 economic, and environmental impacts in the State,  
19 including congestion mitigation, trade and economic  
20 development, air quality, land-use, energy-use, and  
21 community impacts.

22 “(5) A long-range rail investment program for  
23 current and future freight and passenger infrastruc-  
24 ture in the State that meets the requirements of  
25 subsection (b).

1           “(6) A statement of public financing issues for  
2 rail projects and service in the State, including a list  
3 of current and prospective public capital and oper-  
4 ating funding resources, public subsidies, State tax-  
5 ation, and other financial policies relating to rail in-  
6 frastructure development.

7           “(7) An identification of rail infrastructure  
8 issues within the State that reflects consultation  
9 with all relevant stake holders.

10           “(8) A review of major passenger and freight  
11 intermodal rail connections and facilities within the  
12 State, including seaports, and prioritized options to  
13 maximize service integration and efficiency between  
14 rail and other modes of transportation within the  
15 State.

16           “(9) A review of publicly funded projects within  
17 the State to improve rail transportation safety, in-  
18 cluding all major projects funded under section 130  
19 of title 23.

20           “(10) A performance evaluation of passenger  
21 rail services operating in the State, including pos-  
22 sible improvements in those services, and a descrip-  
23 tion of strategies to achieve those improvements.

24           “(11) A compilation of studies and reports on  
25 high-speed rail corridor development within the

1 State not included in a previous plan under this  
2 chapter, and a plan for funding any recommended  
3 development of such corridors in the State.

4 “(12) A statement that the State is in compli-  
5 ance with the requirements of section 22102.

6 “(b) LONG-RANGE SERVICE AND INVESTMENT PRO-  
7 GRAM.—

8 “(1) PROGRAM CONTENT.—A long-range rail  
9 investment program included in a State rail plan  
10 under subsection (a)(5) shall include the following  
11 matters:

12 “(A) A list of any rail capital projects ex-  
13 pected to be undertaken or supported in whole  
14 or in part by the State.

15 “(B) A detailed funding plan for those  
16 projects.

17 “(2) PROJECT LIST CONTENT.—The list of rail  
18 capital projects shall contain—

19 “(A) a description of the anticipated public  
20 and private benefits of each such project; and

21 “(B) a statement of the correlation be-  
22 tween—

23 “(i) public funding contributions for  
24 the projects; and

25 “(ii) the public benefits.

1           “(3) CONSIDERATIONS FOR PROJECT LIST.—In  
2           preparing the list of freight and intercity passenger  
3           rail capital projects, a State rail transportation au-  
4           thority should take into consideration the following  
5           matters:

6                   “(A) Contributions made by non-Federal  
7                   and non-State sources through user fees,  
8                   matching funds, or other private capital involve-  
9                   ment.

10                   “(B) Rail capacity and congestion effects.

11                   “(C) Effects on highway, aviation, and  
12                   maritime capacity, congestion, or safety.

13                   “(D) Regional balance.

14                   “(E) Environmental impact.

15                   “(F) Economic and employment impacts.

16                   “(G) Projected ridership and other service  
17                   measures for passenger rail projects.

18   **“§ 22506. Review**

19           “The Secretary shall prescribe procedures for States  
20           to submit State rail plans for review under this title, in-  
21           cluding standardized format and data requirements. State  
22           rail plans completed before the date of enactment of the  
23           Passenger Rail Investment and Improvement Act of 2008  
24           that substantially meet the requirements of this chapter,

1 as determined by the Secretary, shall be deemed by the  
2 Secretary to have met the requirements of this chapter.”.

3 (b) CONFORMING AMENDMENT.—The chapter anal-  
4 ysis for subtitle V is amended by inserting the following  
5 after the item relating to chapter 223:

“225. STATE RAIL PLANS AND HIGH PRIORITY PROJECTS ..... 22501”.

6 **SEC. 303. NEXT GENERATION CORRIDOR TRAIN EQUIP-**  
7 **MENT POOL.**

8 (a) IN GENERAL.—Within 180 days after the date  
9 of enactment of this Act, Amtrak shall establish a Next  
10 Generation Corridor Equipment Pool Committee, com-  
11 prised of representatives of Amtrak, the Federal Railroad  
12 Administration, host freight railroad companies, passenger  
13 railroad equipment manufacturers, and other passenger  
14 railroad operators as appropriate and interested States.  
15 The purpose of the Committee shall be to design, develop  
16 specifications for, and procure standardized next-genera-  
17 tion corridor equipment.

18 (b) FUNCTIONS.—The Committee may—

19 (1) determine the number of different types of  
20 equipment required, taking into account variations  
21 in operational needs and corridor infrastructure;

22 (2) establish a pool of equipment to be used on  
23 corridor routes funded by participating States; and

1           (3) subject to agreements between Amtrak and  
2           States, utilize services provided by Amtrak to design,  
3           maintain and remanufacture equipment.

4           (c) COOPERATIVE AGREEMENTS.—Amtrak and  
5           States participating in the Committee may enter into  
6           agreements for the funding, procurement, remanufacture,  
7           ownership and management of corridor equipment, includ-  
8           ing equipment currently owned or leased by Amtrak and  
9           next-generation corridor equipment acquired as a result  
10          of the Committee’s actions, and may establish a corpora-  
11          tion, which may be owned or jointly owned by Amtrak,  
12          participating States or other entities, to perform these  
13          functions.

14          (d) FUNDING.—In addition to the authorization pro-  
15          vided in section 103(2) of this Act, capital projects to  
16          carry out the purposes of this section shall be eligible for  
17          grants made pursuant to chapter 244 of title 49, United  
18          States Code.

19          **SEC. 304. RAIL COOPERATIVE RESEARCH PROGRAM.**

20          (a) ESTABLISHMENT AND CONTENT.—Chapter 249  
21          is amended by adding at the end the following:

22          **“§ 24910. Rail cooperative research program**

23          “(a) IN GENERAL.—The Secretary shall establish  
24          and carry out a rail cooperative research program. The  
25          program shall—

1           “(1) address, among other matters, intercity  
2 rail passenger and freight rail services, including ex-  
3 isting rail passenger and freight technologies and  
4 speeds, incrementally enhanced rail systems and in-  
5 frastructure, and new high-speed wheel-on-rail sys-  
6 tems;

7           “(2) address ways to expand the transportation  
8 of international trade traffic by rail, enhance the ef-  
9 ficiency of intermodal interchange at ports and other  
10 intermodal terminals, and increase capacity and  
11 availability of rail service for seasonal freight needs;

12           “(3) consider research on the interconnected-  
13 ness of commuter rail, passenger rail, freight rail,  
14 and other rail networks; and

15           “(4) give consideration to regional concerns re-  
16 garding rail passenger and freight transportation,  
17 including meeting research needs common to des-  
18 ignated high-speed corridors, long-distance rail serv-  
19 ices, and regional intercity rail corridors, projects,  
20 and entities.

21           “(b) CONTENT.—The program to be carried out  
22 under this section shall include research designed—

23           “(1) to identify the unique aspects and at-  
24 tributes of rail passenger and freight service;

1           “(2) to develop more accurate models for evalu-  
2           ating the impact of rail passenger and freight serv-  
3           ice, including the effects on highway and airport and  
4           airway congestion, environmental quality, and energy  
5           consumption;

6           “(3) to develop a better understanding of modal  
7           choice as it affects rail passenger and freight trans-  
8           portation, including development of better models to  
9           predict utilization;

10          “(4) to recommend priorities for technology  
11          demonstration and development;

12          “(5) to meet additional priorities as determined  
13          by the advisory board established under subsection  
14          (c), including any recommendations made by the Na-  
15          tional Research Council;

16          “(6) to explore improvements in management,  
17          financing, and institutional structures;

18          “(7) to address rail capacity constraints that  
19          affect passenger and freight rail service through a  
20          wide variety of options, ranging from operating im-  
21          provements to dedicated new infrastructure, taking  
22          into account the impact of such options on oper-  
23          ations;

1           “(8) to improve maintenance, operations, cus-  
2           tomer service, or other aspects of intercity rail pas-  
3           senger and freight service;

4           “(9) to recommend objective methodologies for  
5           determining intercity passenger rail routes and serv-  
6           ices, including the establishment of new routes, the  
7           elimination of existing routes, and the contraction or  
8           expansion of services or frequencies over such  
9           routes;

10           “(10) to review the impact of equipment and  
11           operational safety standards on the further develop-  
12           ment of high-speed passenger rail operations con-  
13           nected to or integrated with non-high-speed freight  
14           or passenger rail operations;

15           “(11) to recommend any legislative or regu-  
16           latory changes necessary to foster further develop-  
17           ment and implementation of high-speed passenger  
18           rail operations while ensuring the safety of such op-  
19           erations that are connected to or integrated with  
20           non-high-speed freight or passenger rail operations;

21           “(12) to review rail crossing safety improve-  
22           ments, including improvements using new safety  
23           technology; and

24           “(13) the development and use of train horn  
25           technology, including, but not limited to, broadband

1 horns, with an emphasis on reducing train horn  
2 noise and its effect on communities.

3 “(c) ADVISORY BOARD.—

4 “(1) ESTABLISHMENT.—In consultation with  
5 the heads of appropriate Federal departments and  
6 agencies, the Secretary shall establish an advisory  
7 board to recommend research, technology, and tech-  
8 nology transfer activities related to rail passenger  
9 and freight transportation.

10 “(2) MEMBERSHIP.—The advisory board shall  
11 include—

12 “(A) representatives of State transpor-  
13 tation agencies;

14 “(B) transportation and environmental  
15 economists, scientists, and engineers; and

16 “(C) representatives of Amtrak, the Alaska  
17 Railroad, freight railroads, transit operating  
18 agencies, intercity rail passenger agencies, rail-  
19 way labor organizations, and environmental or-  
20 ganizations.

21 “(d) NATIONAL ACADEMY OF SCIENCES.—The Sec-  
22 retary may make grants to, and enter into cooperative  
23 agreements with, the National Academy of Sciences to  
24 carry out such activities relating to the research, tech-

1 nology, and technology transfer activities described in sub-  
2 section (b) as the Secretary deems appropriate.”.

3 (b) CLERICAL AMENDMENT.—The chapter analysis  
4 for chapter 249 is amended by adding at the end the fol-  
5 lowing:

“24910. Rail cooperative research program.”.

6 **SEC. 305. PASSENGER RAIL SYSTEM COMPARISON STUDY.**

7 (a) IN GENERAL.—Not later than 1 year after the  
8 date of the enactment of this Act, the Comptroller General  
9 of the United States shall complete a study that compares  
10 the passenger rail system in the United States with the  
11 passenger rail systems in Canada, Germany, Great Brit-  
12 ain, France, China, Spain, and Japan.

13 (b) ISSUES TO BE STUDIED.—The study conducted  
14 under subsection (a) shall include a country-by-country  
15 comparison of—

- 16 (1) the development of high-speed rail;
- 17 (2) passenger rail operating costs;
- 18 (3) the amount and payment source of rail line  
19 construction and maintenance costs;
- 20 (4) the amount and payment source of station  
21 construction and maintenance costs;
- 22 (5) passenger rail debt service costs;
- 23 (6) passenger rail labor agreements and associ-  
24 ated costs;

1 (7) the net profit realized by the major pas-  
 2 senger rail service providers in each of the 4 most  
 3 recent quarters;

4 (8) the percentage of the passenger rail sys-  
 5 tem’s costs that are paid from general government  
 6 revenues; and

7 (9) the method used by the government to pro-  
 8 vide the subsidies described in paragraph (8).

9 (c) REPORT.—Not later than 180 days after the com-  
 10 pletion of the study under subsection (a), the Comptroller  
 11 General shall submit a report containing the findings of  
 12 such study to—

13 (1) the Committee on Transportation and In-  
 14 frastructure of the House of Representatives; and

15 (2) the Committee on Commerce, Science, and  
 16 Transportation of the Senate.

17 **TITLE IV—COMMUTER RAIL**  
 18 **TRANSIT ENHANCEMENT**

19 **SEC. 401. COMMUTER RAIL TRANSIT ENHANCEMENT.**

20 (a) AMENDMENT.—Part E of subtitle V is amended  
 21 by adding at the end the following:

22 **“CHAPTER 285—COMMUTER RAIL**  
 23 **TRANSIT ENHANCEMENT**

“Sec.

“28501. Definitions

“28502. Surface Transportation Board mediation of trackage use requests.

“28503. Surface Transportation Board mediation of rights-of-way use requests.

“28504. Applicability of other laws.

“28505. Rules and regulations.

1 **“§ 28501. Definitions**

2 “In this chapter—

3 “(1) the term ‘Board’ means the Surface  
4 Transportation Board;

5 “(2) the term ‘capital work’ means mainte-  
6 nance, restoration, reconstruction, capacity enhance-  
7 ment, or rehabilitation work on trackage that would  
8 be treated, in accordance with generally accepted ac-  
9 counting principles, as a capital item rather than an  
10 expense;

11 “(3) the term ‘fixed guideway transportation’  
12 means public transportation (as defined in section  
13 5302(a)(10)) provided on, by, or using a fixed guide-  
14 way (as defined in section 5302(a)(4));

15 “(4) the term ‘public transportation authority’  
16 means a local governmental authority (as defined in  
17 section 5302(a)(6)) established to provide, or make  
18 a contract providing for, fixed guideway transpor-  
19 tation;

20 “(5) the term ‘rail carrier’ means a person,  
21 other than a governmental authority, providing com-  
22 mon carrier railroad transportation for compensation  
23 subject to the jurisdiction of the Board under chap-  
24 ter 105;

1           “(6) the term ‘segregated fixed guideway facil-  
2           ity’ means a fixed guideway facility constructed  
3           within the railroad right-of-way of a rail carrier but  
4           physically separate from trackage, including relo-  
5           cated trackage, within the right-of-way used by a  
6           rail carrier for freight transportation purposes; and

7           “(7) the term ‘trackage’ means a railroad line  
8           of a rail carrier, including a spur, industrial, team,  
9           switching, side, yard, or station track, and a facility  
10          of a rail carrier.

11   **“§ 28502. Surface Transportation Board mediation of**  
12                           **trackage use requests**

13          “If, after a reasonable period of negotiation, a public  
14          transportation authority cannot reach agreement with a  
15          rail carrier to use trackage of, and have related services  
16          provided by, the rail carrier for purposes of fixed guideway  
17          transportation, the public transportation authority or the  
18          rail carrier may apply to the Board for nonbinding medi-  
19          ation. The Board shall conduct the nonbinding mediation  
20          in accordance with the mediation process of section 1109.4  
21          of title 49, Code of Federal Regulations, as in effect on  
22          the date of enactment of this section.

1 **“§ 28503. Surface Transportation Board mediation of**  
 2 **rights-of-way use requests**

3 “If, after a reasonable period of negotiation, a public  
 4 transportation authority cannot reach agreement with a  
 5 rail carrier to acquire an interest in a railroad right-of-  
 6 way for the construction and operation of a segregated  
 7 fixed guideway facility, the public transportation authority  
 8 or the rail carrier may apply to the Board for nonbinding  
 9 mediation. The Board shall conduct the nonbinding medi-  
 10 ation in accordance with the mediation process of section  
 11 1109.4 of title 49, Code of Federal Regulations, as in ef-  
 12 fect on the date of enactment of this section.

13 **“§ 28504. Applicability of other laws**

14 “Nothing in this chapter shall be construed to limit  
 15 a rail transportation provider’s right under section  
 16 28103(b) to enter into contracts that allocate financial re-  
 17 sponsibility for claims.

18 **“§ 28505. Rules and regulations**

19 “Not later than 180 days after the date of enactment  
 20 of this section, the Board shall issue such rules and regu-  
 21 lations as may be necessary to carry out this chapter.”.

22 (b) CLERICAL AMENDMENT.—The table of chapters  
 23 of such subtitle is amended by adding after the item relat-  
 24 ing to chapter 283 the following:

“285. COMMUTER RAIL TRANSIT ENHANCEMENT ..... 28501”.

1 **SEC. 402. ROUTING EFFICIENCY DISCUSSIONS WITH AM-**  
2 **TRAK.**

3 Amtrak shall engage in good faith discussions, with  
4 commuter rail entities and regional and State public  
5 transportation authorities operating on the same trackage  
6 owned by a rail carrier as Amtrak, with respect to the  
7 routing and timing of trains to most efficiently move a  
8 maximal number of commuter, intercity, and regional rail  
9 passengers, particularly during the peak times of com-  
10 muter usage at the morning and evening hours marking  
11 the start and end of a typical work day, and with respect  
12 to the expansion and enhancement of commuter rail and  
13 regional rail public transportation service.

14 **TITLE V—HIGH-SPEED RAIL**

15 **SEC. 501. HIGH-SPEED RAIL CORRIDOR PROGRAM.**

16 (a) IN GENERAL.—Chapter 261 is amended by add-  
17 ing at the end thereof the following:

18 **“§ 26106. High-speed rail corridor program**

19 “(a) IN GENERAL.—The Secretary of Transportation  
20 shall establish and implement a high-speed rail corridor  
21 program.

22 “(b) DEFINITIONS.—In this section, the following  
23 definitions apply:

24 “(1) APPLICANT.—The term ‘applicant’ means  
25 a State, a group of States, an Interstate Compact,  
26 a public agency established by one or more States

1 and having responsibility for providing high-speed  
2 rail service, or Amtrak.

3 “(2) CORRIDOR.—The term ‘corridor’ means a  
4 corridor designated by the Secretary pursuant to  
5 section 104(d)(2) of title 23.

6 “(3) CAPITAL PROJECT.—The term ‘capital  
7 project’ means a project or program in a State rail  
8 plan developed under chapter 225 of this title for ac-  
9 quiring, constructing, improving, or inspecting  
10 equipment, track, and track structures, or a facility  
11 of use in or for the primary benefit of high-speed  
12 rail service, expenses incidental to the acquisition or  
13 construction (including designing, engineering, loca-  
14 tion surveying, mapping, environmental studies, and  
15 acquiring rights-of-way), payments for the capital  
16 portions of rail trackage rights agreements, highway-  
17 rail grade crossing improvements related to high-  
18 speed rail service, mitigating environmental impacts,  
19 communication and signalization improvements, relo-  
20 cation assistance, acquiring replacement housing  
21 sites, and acquiring, constructing, relocating, and re-  
22 habilitating replacement housing.

23 “(4) HIGH-SPEED RAIL.—The term ‘high-speed  
24 rail’ means intercity passenger rail service that is

1 reasonably expected to reach speeds of at least 110  
2 miles per hour.

3 “(5) INTERCITY PASSENGER RAIL SERVICE.—

4 The term ‘intercity passenger rail service’ means  
5 transportation services with the primary purpose of  
6 passenger transportation between towns, cities, and  
7 metropolitan areas by rail, including high-speed rail,  
8 as defined in section 24102 of this title.

9 “(6) SECRETARY.—The term ‘Secretary’ means  
10 the Secretary of Transportation.

11 “(7) STATE.—The term ‘State’ means any of  
12 the 50 States or the District of Columbia.

13 “(c) GENERAL AUTHORITY.—The Secretary may  
14 make grants under this section to an applicant to finance  
15 capital projects in high-speed rail corridors.

16 “(d) APPLICATIONS.—Each applicant seeking to re-  
17 ceive a grant under this section to develop a high-speed  
18 rail corridor shall submit to the Secretary an application  
19 in such form and in accordance with such requirements  
20 as the Secretary shall establish.

21 “(e) COMPETITIVE GRANT SELECTION AND CRI-  
22 TERIA FOR GRANTS.—

23 “(1) IN GENERAL.—The Secretary shall—

1           “(A) establish criteria for selecting among  
2 projects that meet the criteria specified in para-  
3 graph (2);

4           “(B) conduct a national solicitation for ap-  
5 plications; and

6           “(C) award grants on a competitive basis.

7           “(2) GRANT CRITERIA.—The Secretary may ap-  
8 prove a grant under this section for a project only  
9 if the Secretary determines that the project—

10           “(A) is part of a State rail plan developed  
11 under chapter 225 of this title, or under the  
12 plan required by section 302 of the Passenger  
13 Rail Investment and Improvement Act of 2008;

14           “(B) is based on the results of preliminary  
15 engineering;

16           “(C) has the legal, financial, and technical  
17 capacity to carry out the project; and

18           “(D) is justified based on the ability of the  
19 project—

20           “(i) to generate national economic  
21 benefits, including creating jobs, expanding  
22 business opportunities, and impacting the  
23 gross domestic product;

24           “(ii) to increase mobility of United  
25 States citizens and reduce congestion, in-

1 cluding impacts in the State, region, and  
2 Nation; and

3 “(iii) to otherwise enhance the na-  
4 tional transportation system.

5 “(3) PROJECT SELECTION CRITERIA.—In se-  
6 lecting a project under this section, the Secretary  
7 shall consider the extent to which the project—

8 “(A) makes a substantial contribution to  
9 providing the infrastructure and equipment re-  
10 quired to complete a high-speed rail corridor;

11 “(B) leverages Federal investment by en-  
12 couraging non-Federal financial commitments,  
13 including evidence of stable and dependable fi-  
14 nancing sources to construct, maintain, and op-  
15 erate the high-speed rail corridor and service;  
16 and

17 “(C) helps protect the environment.

18 “(f) FEDERAL SHARE.—The Federal share of the  
19 cost of a project financed under this section shall not ex-  
20 ceed 80 percent of the project net capital cost.

21 “(g) ISSUANCE OF REGULATIONS.—Not later than 1  
22 year after the date of enactment of this section, the Sec-  
23 retary shall issue regulations for carrying out this section.

24 “(h) AUTHORIZATION.—There are authorized to be  
25 appropriated to the Secretary to carry out this section

1 \$350,000,000 for each of fiscal years 2009 through  
2 2013.”.

3 (b) TABLE OF SECTIONS AMENDMENT.—The table of  
4 sections for chapter 261 is amended by adding after the  
5 item relating to section 26105 the following new item:

“26106. High-speed rail corridor program.”.

6 **SEC. 502. ADDITIONAL HIGH-SPEED PROJECTS.**

7 (a) SOLICITATION OF PROPOSALS.—

8 (1) IN GENERAL.—

9 (A) NORTHEAST CORRIDOR.—Not later  
10 than 60 days after the date of enactment of  
11 this Act, the Secretary of Transportation shall  
12 issue a request for proposals for projects for the  
13 financing, design, construction, and operation  
14 of an initial high-speed rail system operating  
15 between Washington, DC, and New York City.  
16 Such proposals shall be submitted to the Sec-  
17 retary not later than 150 days after the publi-  
18 cation of such request for proposals.

19 (B) OTHER PROJECTS.—After a report is  
20 transmitted under subsection (e) with respect to  
21 projects described in subparagraph (A), the  
22 Secretary of Transportation may issue a re-  
23 quest for proposals for additional projects for  
24 the financing, design, construction, and oper-  
25 ation of a high-speed rail system operating on

1 any other corridor in the United States. Such  
2 proposals shall be submitted to the Secretary  
3 not later than 150 days after the publication of  
4 such request for proposals.

5 (2) CONTENTS.—A proposal submitted under  
6 paragraph (1) shall include—

7 (A) the names and qualifications of the  
8 persons submitting the proposal;

9 (B) a detailed description of the proposed  
10 route and its engineering characteristics and of  
11 all infrastructure improvements required to  
12 achieve the planned operating speeds and trip  
13 times;

14 (C) how the project would comply with  
15 Federal rail safety regulations which govern the  
16 track and equipment safety requirements for  
17 high-speed rail operations;

18 (D) the peak and average operating speeds  
19 to be attained;

20 (E) the type of equipment to be used, in-  
21 cluding any technologies for—

22 (i) maintaining an operating speed the  
23 Secretary determines appropriate; or

24 (ii) in the case of a proposal sub-  
25 mitted under paragraph (1)(A), achieving

1 less than 2-hour express service between  
2 Washington, DC, and New York City;

3 (F) the locations of proposed stations,  
4 identifying, in the case of a proposal submitted  
5 under paragraph (1) (A), a plan allowing for  
6 station stops at or in close proximity to the  
7 busiest Amtrak stations;

8 (G) a detailed description of any proposed  
9 legislation needed to facilitate the project;

10 (H) a financing plan identifying—

11 (i) sources of revenue;

12 (ii) the amount of any proposed public  
13 contribution toward capital costs or oper-  
14 ations;

15 (iii) ridership projections;

16 (iv) the amount of private investment;

17 (v) projected revenue;

18 (vi) annual operating and capital  
19 costs;

20 (vii) the amount of projected capital  
21 investments required (both initially and in  
22 subsequent years to maintain a state of  
23 good repair); and

24 (viii) the sources of the private invest-  
25 ment required, including the identity of

1 any person or entity that has made or is  
2 expected to make a commitment to provide  
3 or secure funding and the amount of such  
4 commitment;

5 (I) a description of how the project would  
6 contribute to the development of a national  
7 high-speed rail system, and an intermodal plan  
8 describing how the system will connect with  
9 other transportation links;

10 (J) labor protections that would comply  
11 with the requirements of section 504;

12 (K) provisions to ensure that the proposal  
13 will be designed to operate in harmony with ex-  
14 isting and projected future intercity, commuter,  
15 and freight service;

16 (L) provisions for full fair market com-  
17 pensation for any asset, property right or inter-  
18 est, or service acquired from, owned, or held by  
19 a private person or non-Federal entity that  
20 would be acquired, impaired, or diminished in  
21 value as a result of a project, except as other-  
22 wise agreed to by the private person or entity;  
23 and

1 (M) a detailed description of the environ-  
2 mental impacts of the project, and how any ad-  
3 verse impacts would be mitigated.

4 (3) DOCUMENTS.—Documents submitted or de-  
5 veloped pursuant to this subsection shall not be sub-  
6 ject to section 552 of title 5, United States Code.

7 (b) DETERMINATION OF COST EFFECTIVENESS AND  
8 ESTABLISHMENT OF COMMISSIONS.—Not later than 60  
9 days after receipt of a proposal under subsection (a), the  
10 Secretary of Transportation shall—

11 (1) make a determination as to whether the  
12 proposal is cost effective; and

13 (2) for each corridor for which one or more cost  
14 effective proposals are received, establish a commis-  
15 sion under subsection (c).

16 (c) COMMISSIONS.—

17 (1) MEMBERS.—The commission referred to in  
18 subsection (b)(2) shall consist of—

19 (A) the governor of the affected State or  
20 States, or their respective designees;

21 (B) a rail labor representative, a represent-  
22 ative from a rail freight carrier using the rel-  
23 evant corridor, and a commuter authority using  
24 the relevant corridor, appointed by the Sec-  
25 retary of Transportation, in consultation with

1 the chairman and ranking minority member of  
2 the Committee on Transportation and Infra-  
3 structure of the House of Representatives and  
4 the Committee on Commerce, Science, and  
5 Transportation of the Senate;

6 (C) the Secretary of Transportation or his  
7 designee;

8 (D) the president of Amtrak or his des-  
9 igned; and

10 (E) the mayors of the three largest munici-  
11 palities serviced by the proposed high-speed rail  
12 corridor.

13 (2) CHAIRPERSON AND VICE-CHAIRPERSON SE-  
14 LECTION.—The Chairperson and Vice Chairperson  
15 shall be elected from among members of the Com-  
16 mission.

17 (3) QUORUM AND VACANCY.—

18 (A) QUORUM.—A majority of the members  
19 of the Commission shall constitute a quorum.

20 (B) VACANCY.—Any vacancy in the Com-  
21 mission shall not affect its powers and shall be  
22 filled in the same manner in which the original  
23 appointment was made.

24 (d) COMMISSION CONSIDERATION.—

1           (1) IN GENERAL.—Each commission established  
2           under subsection (b)(2) shall be responsible for re-  
3           viewing the proposal or proposals with respect to  
4           which the commission was established, and not later  
5           than 90 days after the establishment of the commis-  
6           sion, shall transmit to the Secretary, and to the  
7           chairman and ranking minority member of the Com-  
8           mittee on Transportation and Infrastructure of the  
9           House of Representatives and the Committee on  
10          Commerce, Science, and Transportation of the Sen-  
11          ate, a report which includes—

12                   (A) a summary of each proposal received;

13                   (B) a ranking of the order of the proposals  
14                   according to cost effectiveness, advantages over  
15                   existing services, projected revenue, and cost  
16                   and benefit to the public and private parties;

17                   (C) an indication of which proposal or pro-  
18                   posals are recommended by the commission;  
19                   and

20                   (D) an identification of any proposed legis-  
21                   lative provisions which would facilitate imple-  
22                   mentation of the recommended project.

23          (2) VERBAL PRESENTATION.—Proposers shall  
24          be given an opportunity to make a verbal presen-  
25          tation to the commission to explain their proposals.

1           (e) SELECTION BY SECRETARY.—Not later than 60  
2 days after receiving a report from a commission under  
3 subsection (d)(1), the Secretary of Transportation shall  
4 transmit to the Congress a report that ranks all of the  
5 recommended proposals according to cost effectiveness,  
6 advantages over existing services, projected revenue, and  
7 cost and benefit to the public and private parties.

8           (f) NORTHEAST CORRIDOR ECONOMIC DEVELOP-  
9 MENT STUDY.—Not later than 9 months after the date  
10 of enactment of this Act, the Secretary of Transportation  
11 shall transmit to the Committee on Transportation and  
12 Infrastructure of the House of Representatives and the  
13 Committee on Commerce, Science, and Transportation of  
14 the Senate the results of an economic development study  
15 of Amtrak’s Northeast Corridor service between Wash-  
16 ington, DC, and New York City. Such study shall examine  
17 how to achieve maximum utilization of the Northeast Cor-  
18 ridor as a transportation asset, including—

19                   (1) maximizing the assets of the Northeast Cor-  
20 ridor for potential economic development purposes;

21                   (2) real estate improvement and financial re-  
22 turn;

23                   (3) improved intercity, commuter, and freight  
24 services;

1           (4) optimum utility utilization in conjunction  
2           with potential separated high-speed rail passenger  
3           services; and

4           (5) any other means of maximizing the eco-  
5           nomic potential of the Northeast Corridor.

6 **SEC. 503. HIGH-SPEED RAIL STUDY.**

7           Not later than 1 year after the date of enactment  
8           of this Act, the Secretary of Transportation shall con-  
9           duct—

10           (1) an alternatives analysis of the Secretary's  
11           December 1, 1998, extension of the designation of  
12           the Southeast High-Speed Rail Corridor as author-  
13           ized under section 104(d)(2) of title 23, United  
14           States Code;

15           (2) a feasibility analysis regarding the expan-  
16           sion of the South Central High-Speed Rail Corridor  
17           to the Port of Houston, Texas;

18           (3) a feasibility analysis regarding the expan-  
19           sion of the South Central High-Speed Rail Corridor  
20           to Memphis, Tennessee; and

21           (4) a feasibility analysis regarding the expan-  
22           sion of the South Central High-Speed Rail Corridor  
23           south of San Antonio to a location in far south  
24           Texas to be chosen at the discretion of the Sec-  
25           retary.

1 These analyses shall consider changes that have occurred  
2 in the region's population, anticipated patterns of popu-  
3 lation growth, connectivity with other modes of transpor-  
4 tation, ability of the designation to reduce regional traffic  
5 congestion, and the ability of current and proposed  
6 routings to meet the needs of tourists. The Secretary shall  
7 submit recommendations to the Committee on Transpor-  
8 tation and Infrastructure of the House of Representatives  
9 and the Committee on Commerce, Science, and Transpor-  
10 tation of the Senate and conduct a redesignation of one  
11 or both corridors if necessary.

12 **SEC. 504. GRANT CONDITIONS.**

13 (a) DOMESTIC BUYING PREFERENCE.—

14 (1) REQUIREMENT.—

15 (A) IN GENERAL.—In carrying out a  
16 project funded in whole or in part with a grant  
17 under this title, or the amendments made by  
18 this title, the grant recipient shall purchase  
19 only—

20 (i) unmanufactured articles, material,  
21 and supplies mined or produced in the  
22 United States; or

23 (ii) manufactured articles, material,  
24 and supplies manufactured in the United  
25 States substantially from articles, material,

1           and supplies mined, produced, or manufac-  
2           tured in the United States.

3           (B) DE MINIMIS AMOUNT.—Subparagraph

4           (A) applies only to a purchase in an total  
5           amount that is not less than \$1,000,000.

6           (2) EXEMPTIONS.—On application of a recipi-  
7           ent, the Secretary may exempt a recipient from the  
8           requirements of this subsection if the Secretary de-  
9           cides that, for particular articles, material, or sup-  
10          plies—

11           (A) such requirements are inconsistent  
12          with the public interest;

13           (B) the cost of imposing the requirements  
14          is unreasonable; or

15           (C) the articles, material, or supplies, or  
16          the articles, material, or supplies from which  
17          they are manufactured, are not mined, pro-  
18          duced, or manufactured in the United States in  
19          sufficient and reasonably available commercial  
20          quantities and are not of a satisfactory quality.

21          (3) UNITED STATES DEFINED.—In this sub-  
22          section, the term “the United States” means the  
23          States, territories, and possessions of the United  
24          States and the District of Columbia.

1           (b) OPERATORS DEEMED RAIL CARRIERS AND EM-  
2 PLOYERS FOR CERTAIN PURPOSES.—A person that con-  
3 ducts rail operations over rail infrastructure constructed  
4 or improved with funding provided in whole or in part in  
5 a grant made under this title, or the amendments made  
6 by this title, shall be considered a rail carrier as defined  
7 in section 10102(5) of title 49, United States Code, for  
8 purposes of this title and any other statute that adopts  
9 that definition or in which that definition applies, includ-  
10 ing—

11           (1) the Railroad Retirement Act of 1974 (45  
12 U.S.C. 231 et seq.);

13           (2) the Railway Labor Act (43 U.S.C. 151 et  
14 seq.); and

15           (3) the Railroad Unemployment Insurance Act  
16 (45 U.S.C. 351 et seq.).

17           (c) GRANT CONDITIONS.—The Secretary shall re-  
18 quire as a condition of making any grant under this title,  
19 or the amendments made by this title, for a project that  
20 uses rights-of-way owned by a railroad that—

21           (1) a written agreement exist between the appli-  
22 cant and the railroad regarding such use and owner-  
23 ship, including—

24           (A) any compensation for such use;

1           (B) assurances regarding the adequacy of  
2 infrastructure capacity to accommodate both  
3 existing and future freight and passenger oper-  
4 ations;

5           (C) an assurance by the railroad that col-  
6 lective bargaining agreements with the rail-  
7 road's employees (including terms regulating  
8 the contracting of work) will remain in full  
9 force and effect according to their terms for  
10 work performed by the railroad on the railroad  
11 transportation corridor; and

12           (D) an assurance that an applicant com-  
13 plies with liability requirements consistent with  
14 section 28103 of title 49, United States Code;  
15 and

16 (2) the applicant agrees to comply with—

17           (A) the standards of section 24312 of title  
18 49, United States Code, as such section was in  
19 effect on September 1, 2003, with respect to  
20 the project in the same manner that the Na-  
21 tional Railroad Passenger Corporation is re-  
22 quired to comply with those standards for con-  
23 struction work financed under an agreement  
24 made under section 24308(a) of title 49, United  
25 States Code; and

1           (B) the protective arrangements estab-  
2           lished under section 504 of the Railroad Revi-  
3           talization and Regulatory Reform Act of 1976  
4           (45 U.S.C. 836) with respect to employees af-  
5           fected by actions taken in connection with the  
6           project to be financed in whole or in part by  
7           grants under this chapter.

8           (d) REPLACEMENT OF EXISTING INTERCITY PAS-  
9           SENGER RAIL SERVICE.—

10           (1) COLLECTIVE BARGAINING AGREEMENT FOR  
11           INTERCITY PASSENGER RAIL PROJECTS.—Any entity  
12           providing intercity passenger railroad transportation  
13           that begins operations after the date of enactment of  
14           this Act on a project funded in whole or in part by  
15           grants made under this title, or the amendments  
16           made by this title, and replaces intercity rail pas-  
17           senger service that was provided by Amtrak, unless  
18           such service was provided solely by Amtrak to an-  
19           other entity, as of such date shall enter into an  
20           agreement with the authorized bargaining agent or  
21           agents for adversely affected employees of the prede-  
22           cessor provider that—

23           (A) gives each such qualified employee of  
24           the predecessor provider priority in hiring ac-  
25           cording to the employee's seniority on the pred-

1           ecessor provider for each position with the re-  
2           placing entity that is in the employee's craft or  
3           class and is available within 3 years after the  
4           termination of the service being replaced;

5           (B) establishes a procedure for notifying  
6           such an employee of such positions;

7           (C) establishes a procedure for such an  
8           employee to apply for such positions; and

9           (D) establishes rates of pay, rules, and  
10          working conditions.

11         (2) IMMEDIATE REPLACEMENT SERVICE.—

12           (A) NEGOTIATIONS.—If the replacement of  
13          preexisting intercity rail passenger service oc-  
14          curs concurrent with or within a reasonable  
15          time before the commencement of the replacing  
16          entity's rail passenger service, the replacing en-  
17          tity shall give written notice of its plan to re-  
18          place existing rail passenger service to the au-  
19          thorized collective bargaining agent or agents  
20          for the potentially adversely affected employees  
21          of the predecessor provider at least 90 days be-  
22          fore the date on which it plans to commence  
23          service. Within 5 days after the date of receipt  
24          of such written notice, negotiations between the  
25          replacing entity and the collective bargaining

1 agent or agents for the employees of the prede-  
2 cessor provider shall commence for the purpose  
3 of reaching agreement with respect to all mat-  
4 ters set forth in subparagraphs (A) through (D)  
5 of paragraph (1). The negotiations shall con-  
6 tinue for 30 days or until an agreement is  
7 reached, whichever is sooner. If at the end of  
8 30 days the parties have not entered into an  
9 agreement with respect to all such matters, the  
10 unresolved issues shall be submitted for arbitra-  
11 tion in accordance with the procedure set forth  
12 in subparagraph (B).

13 (B) ARBITRATION.—If an agreement has  
14 not been entered into with respect to all mat-  
15 ters set forth in subparagraphs (A) through (D)  
16 of paragraph (1) as described in subparagraph  
17 (A) of this paragraph, the parties shall select  
18 an arbitrator. If the parties are unable to agree  
19 upon the selection of such arbitrator within 5  
20 days, either or both parties shall notify the Na-  
21 tional Mediation Board, which shall provide a  
22 list of seven arbitrators with experience in arbi-  
23 trating rail labor protection disputes. Within 5  
24 days after such notification, the parties shall al-  
25 ternately strike names from the list until only

1           1 name remains, and that person shall serve as  
2           the neutral arbitrator. Within 45 days after se-  
3           lection of the arbitrator, the arbitrator shall  
4           conduct a hearing on the dispute and shall  
5           render a decision with respect to the unresolved  
6           issues among the matters set forth in subpara-  
7           graphs (A) through (D) of paragraph (1). This  
8           decision shall be final, binding, and conclusive  
9           upon the parties. The salary and expenses of  
10          the arbitrator shall be borne equally by the par-  
11          ties; all other expenses shall be paid by the  
12          party incurring them.

13           (3) SERVICE COMMENCEMENT.—A replacing  
14          entity under this subsection shall commence service  
15          only after an agreement is entered into with respect  
16          to the matters set forth in subparagraphs (A)  
17          through (D) of paragraph (1) or the decision of the  
18          arbitrator has been rendered.

19           (4) SUBSEQUENT REPLACEMENT OF SERV-  
20          ICE.—If the replacement of existing rail passenger  
21          service takes place within 3 years after the replacing  
22          entity commences intercity passenger rail service,  
23          the replacing entity and the collective bargaining  
24          agent or agents for the adversely affected employees  
25          of the predecessor provider shall enter into an agree-

1       ment with respect to the matters set forth in sub-  
2       paragraphs (A) through (D) of paragraph (1). If the  
3       parties have not entered into an agreement with re-  
4       spect to all such matters within 60 days after the  
5       date on which the replacing entity replaces the pred-  
6       ecessor provider, the parties shall select an arbi-  
7       trator using the procedures set forth in paragraph  
8       (2)(B), who shall, within 20 days after the com-  
9       mencement of the arbitration, conduct a hearing and  
10      decide all unresolved issues. This decision shall be  
11      final, binding, and conclusive upon the parties.

12      (e) INAPPLICABILITY TO CERTAIN RAIL OPER-  
13      ATIONS.—Nothing in this section applies to—

14              (1) the Alaska Railroad or its contractors; or

15              (2) the National Railroad Passenger Corpora-  
16      tion's access rights to railroad rights of way and fa-  
17      cilities under current law.

Passed the House of Representatives June 11, 2008.

Attest:

*Clerk.*



110<sup>TH</sup> CONGRESS  
2<sup>D</sup> SESSION

# H. R. 6003

## AN ACT

To reauthorize Amtrak, and for other purposes.